Second Series, No.17

Monday, March 2, 1959
Phalguna 11, 1880 (Saka)

LOK SABHA DEBATES

Seventh Session
(Second Lok Sabha)

LOK SABHA SECRETARIAT

New Delhi

LOK SABHA DEBATES

Second Series

Volume XXVI, 1959

[*February 23 to March 5, 1959/Phalguna 4 to 14, 1880 (Saka)*

SEVENTH SESSION, 1959/1880-81 (Saka)

(Vol. XXVI contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

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N.B.—The sign + marked above a name of a member on Questions, which were orally answered, indicates, that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Monday, March 2, 1959/Phalguna 11, 1880 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Reorientation of Education

*763. **Shri Rajendra Singh:** Will the Minister of Education be pleased to state

(a) whether Government have any proposal to reorient the approach and background of teaching in order to inculcate a sense of national cohesion and emotional integration in our schools and colleges,

(b) if so, its nature, and

(c) what steps have been taken in this direction so far, or are being contemplated in the matter?

The Minister of Education (Dr K. L Shrimali): (a) to (c) A statement is laid on the Table of the Lok Sabha [*See* Appendix II annexure No 96]

Shri Rajendra Singh: May I know the programme of action of the National Discipline Scheme and also whether the publications of the National Book Trust of India are sold at subsidised rates or on a commercial basis?

Dr. K. L Shrimali: With regard to the National Book Trust of India, the whole purpose is to bring out cheap and popular editions, so that they may be available to a larger number of people I could not follow the first part of the question

Shri Rajendra Singh: In the statement, the Minister has simply mentioned about the National Discipline Scheme, but he has not hinted at the broad features I want to know the main features and programme of action of the National Discipline Scheme Only the phrase is there, but the features have not been mentioned.

Mr. Speaker: Has not the hon Minister got a small brochure detailing the main features?

Dr. K. L. Shrimali: I will place a small explanatory note if the brochure is not available in the library

Shri Rajendra Singh: Every now and then, when questions of importance are put to the Education Minister, my complaint is that he always says that something is laid in the library and so on What is the purpose of the question?

Mr. Speaker: The library is also there for hon Members to study

Shri Rajendra Singh: That could have been told long before Then I could have consulted those things and put the question

Mr. Speaker: The hon Member must have written to the Minister

Shri Rajendra Singh: If I am putting a question, it is the function of the hon Minister to tell me where the answer is available

Mr. Speaker: I will ask the Minister to go to the hon Member's house hereafter!

Shri S. M. Banerjee: In the statement, it is said

> "Under this system, school children of all castes, creeds and

classes are brought together without distinction of any kind It is hoped that in the course of time this system of education will help establish a classless society based on co-operation and non-violence"

What is this particular distinction which has been done away with?

Dr. K. L. Shrimali: To which part of the statement is the hon Member referring?

Shri S. M Banerjee: The first part

Shri Rajendra Singh: The Minister is not ready with the answer

Mr. Speaker: It is not an examination hall

Dr. K. L Shrimali: In the first part of the statement, it has been suggested that if all the children of the country are brought under this system of free and compulsory education, that could itself be an important factor in bringing about emotional integration and national cohesion As long as a large number of children are outside the educational institutions naturally that emotional integration and national cohesion do not come about

Mr. Speaker The hon Members ought not to come here even for things which they can examine outside They want it straight from the horse's mouth, they want the Minister to say it himself There are hundred schools here, I would request hon Members to go and watch how the children behave This is all academic, unless you go and see, you do not understand it

Shri S. M Banerjee. It is said here that,

"Under this system school children of all castes, creeds and classes are brought together without distinction of any kind"

May I know whether any distinction exists in other schools? What is that distinction which is sought to be removed?

Mr. Speaker: Greater cohesion is the idea Hon Members will go and see, after that I will allow a half-an-hour or one-hour discussion My fear is that such questions in this House might disturb the discipline in the schools

Shri Tangamani: There is a suggestion made here about the yearly youth festivals I want to know whether Government will consider the question of holding youth festivals in centres other than Delhi?

Dr. K L Shrimali: Government have already encouraged the youth festivals Government are giving grants to the universities for arranging youth festivals

Washed Coal

*764 { Shri S C Samanta
Shri Subodh Hansda
Shri R. C Majhi: }

Will the Minister of **Steel, Mines and Fuel** be pleased to state

(a) whether it is a fact that the price of coking and non coking washed coal has shown anupward trend,

(b) if so the reasons therefor,

(c) whether Government propose to check the upward trend, and

(d) if so the nature of action taken in this regard?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) Apart from the increase consequent on the increase in the statutorily fixed prices of unwashed coal from time to time, there has been no upward trend in the price of washed coal

(b) to (d) Do not arise

Shri S C. Samanta: May I know whether it is a fact that washeries that wash coking coal produce ash middlings in large quantity and if so, whether this has also contributed to the rise in price?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): There are various factors, but the obvious factor is the cost of washing that makes the washed coal more costly It is for this reason that the formula is invented, after washing, its qualities are known and by the grade with which its qualities match the price of the washed coal is fixed It is obvious that washing does entail higher expenditure and that cost is added, but the quality also improves

Shri P. C. Bose. May I know whether washed coal is actually sold in the market or not?

Sardar Swaran Singh At the moment non-coking coal is not washed In the report of an earlier committee, they had suggested that even non-coking coal should be washed, but that has not yet been implemented

Shri P. C. Bose. In the question it is printed as "cooking and non-cook ing"

Mr. Speaker It is corrected in my copy here The hon Minister is not responsible for such printing mistakes

Shri T. B. Vittal Rao. May I know if the tailings that are left in the process of washing coal at Kargali are being sent for extraction of sulphur as it is being done at West Bokaro?

Sardar Swaran Singh: No

Shri T. B. Vittal Rao: May I know whether Government will take any steps to see that these tailings are sent for extraction of sulphur?

Sardar Swaran Singh: That is a suggestion for action

Shri S C. Samanta: May I know whether the Coal Price Revision Committee commented on the price of washing coal?

Sardar Swaran Singh: That report has not yet been published

Steel Stockists in Mysore

*765. **Shri Keshava:** Will the Minister of **Steel, Mines and Fuel** be pleased to state.

(a) whether it is a fact that there are no stockists to handle the imported steel in Mysore, and

(b) if so, the reasons therefor?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) Yes, Sir

b) There was one stockist in Mysore, who handled both indigenous and imported steel Following the decision to separate the two functions, the firm's stockholdership for imported steel was cancelled In view of the decreasing volume of imports, it was not deemed necessary to appoint immediately a substitute

Shri Keshava May I know if it is not a fact that on account of loss of several lakhs of rupees involved for want of a stockist of imported steel, the Chief Minister of Mysore has made a request to the Central Government for the appointment of a stockist?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): There is no question of any loss being involved merely for want of appointment of a controlled stockist in that State, because surely the same material can be purchased from any of the stockists in the adjoining States

Mr. Speaker: He wants to know whether the Chief Minister of that State has written to this Government

Sardar Swaran Singh: I think the State Government have written about the appointment of stockists and the matter is under examination

Shri V. Eacharan: What is the margin of profit allowed to the stockists in general?

Sardar Swaran Singh: I do not recollect the figure

Shri Keshava: May I know the quantum of steel that is consumed in the Mysore State by the various industries in the public as well as the private sector?

Sardar Swaran Singh: I have not got that figure.

Shri Achar: What is the difficulty to have a stockist by the issue of licence?

Sardar Swaran Singh: There is not much difficulty. There was no pressing necessity for that

Shri Mohammed Imam: Is it a fact that the quota allotted to the State of Mysore is very inadequate and so representations are being made to immediately enhance the quota that is earmarked for that State?

Sardar Swaran Singh: I think that as compared to the other States Mysore is not worse off It is true that there is an over-all shortage and certain pressures are felt in all the States; may be Mysore is one of those States

Bose Board of Inquiry

\+

*766. **Shri Ram Krishan:**
Shri Vidya Charan Shukla:
Shri Shree Narayan Das:
Pandit D. N. Tiwary:
Shri S. M. Banerjee:
Shri Harish Chandra Mathur:
Shri N. R. Munisamy:
Shri Nagi Reddy:
Shri Vasudevan Nair:
Shri Rami Reddy:
Shri Panigrahi:
Shri Supakar:
Shri Ansar Harvani:
Shri D. C. Sharma:
Shri Bibhuti Mishra:

Will the Minister of Home Affairs be pleased to state the progress made in taking action against officers concerned on the basis of the report of the Bose Board of Inquiry appointed to inquire into the role of certain officials in the investments of the life insurance Corporation?

The Minister of Home Affairs (Shri G. B Pant): After necessary consideration, Government served show-cause notices on the officers concerned in the light of the findings of the Board of inquiry. The replies of the officers have been received and the matter has been referred to the Union Public Service Commission for advice.

Shri Ram Krishan: May I know whether the Union Public Service Commission has given any opinion and, if so, the nature of that opinion?

Shri G. B. Pant: It has not yet been received.

Shri D C. Sharma: May I know whether any date has been fixed for the receipt of the reply from the Union Public Service Commission. May I also know what is going to happen to it after the reply has been received?

Shri G. B. Pant: After the advice has been received orders will be passed No date has been fixed

श्री म० ला० द्विवेदी : मैं जानना चाहता हूं कि क्या मन्त्री महोदय यह सोचते है कि भ्रष्टाचार जैसे मामलो मे केवल पब्लिक सर्विस कमीशन को रिफर कर देने से ही उपयुक्त प्रबन्ध नही हो सकता, और इसलिये क्या सरकार इस सम्बन्ध मे कोई ऐसा कानून बनाने की व्यवस्था कर रही है जिस से कि शीघ्र ही ऐसे मामलो मे दड को निर्धारित करने के लिये विचार किया जा सके ?

श्री गो० ब० पन्त : जो कायदे है उन में . . .

श्री म० ला० द्विवेदी : मैं पूछ रहा हूं कि क्या कोई नया कायदा बनाया जा रहा है ?

श्री गो० ब० पन्त : ऐसा कोई विचार नही है ।

Shri Shree Narayan Das: May I know whether the hon. Minister will be in a position to lay a copy of the report on the Table of the House and, if so, by what time?

Shri G. B. Pant: After the advice has been received and the matter has been disposed of a copy of the report will be placed on the Table of the House

श्री विश्वनाथ मिश्र : अभी गृहमन्त्री जी ने बताया कि मामला तय हो जायगा तब रिपोर्ट हम लोगों के सामने आयेगी । पर इस में क्या हानि है कि रिपोर्ट हम लोगो के सामने अभी ही रख दी जाये ताकि सब को मालूम हो जाये ।

श्री गो० ब० पन्त तरीका यह है कि पब्लिक सर्विस कमीशन से मश्विरा लिया जाये, और उस के आने के बाद गवर्नमेंट कुछ फैसला करे । यहा काफी तादाद बहुत काबिल आदमियो की है, मगर ऐसे छोटे छोटे मामलो में सारे हाउस का वक्त लगे, कि आया कुछ आदमियो के लिये क्या किया जाय, यह शायद मेम्बरो की शान के मुताबिक ठीक नही होगा ।

Shri S. M. Banerjee: The hon Minister has stated that they have been served with show-cause notices. May I know whether the show-cause notices are for removal from service or dismissal from service? What are the contents of the show-cause notices?

Shri G. B. Pant: The show-cause notices are based on the findings of the Board of Inquiry and the exact terms will come before the House when the whole matter comes before the House

Shri T. B. Vittal Rao: May I know when this was referred to the Union Public Service Commission by the Home Ministry? May I also know whether the Ministry have requested the Union Public Service Commission to give priority in the disposal of this?

Shri G. B. Pant: They have been requested to expedite matters as much as they can

Shri Tyagi: No date.

Shri T. B. Vittal Rao: When was it referred to the Union Public Service Commission by the Home Ministry?

Shri G. B. Pant: It was sent to the Union Public Service Commission, I think, on the 27th of January.

Shri Harish Chandra Mathur: May I know if the Bose Inquiry was strictly confined to the charges against the conduct of these three officers or covers its wider repercussions also and deals with certain important issues raised in the Chagla Inquiry?

Shri G. B. Pant: The Board was requested to deal with certain specific charges against the three officers concerned and their findings have been received on those charges

Shri Rami Reddy: May I know the nature of the reply given by these officers?

Shri G. B. Pant: They have made an attempt to show that they are not to blame

Shri Panigrahi: The hon Minister has just now stated that it is a very small affair. May I know whether the hon. Home Minister has drawn this conclusion from the findings of the Board of Inquiry?

Mr. Speaker: Has the hon. Minister come to the conclusion that it is a small affair from the result of the Board of Inquiry?

Shri G. B. Pant: Well, it is neither a small affair nor a big affair but an affair which has to be dealt with in the manner prescribed in the rules.

Shri Supakar: May I know when the notices of explanation were served on the officers and when their replies were received?

Mr. Speaker: All that has been given. We should not go into delays of one day or two days.

Shri Tyagi: We want to know whether there was any undue delay in the action taken

Shri G. B. Pant: The reference was made to the Union Public Service Commission

Shri Supakar: My question is not regarding the reference to the Union Public Service Commission What is the date on which the explanation was called for and when was it received?

Shri G. B. Pant: I cannot give you the exact dates, but the report was received by about the end of September and the reference was made to the Union Public Service Commission on the date I have already given, in January In the mean time

Shri Tyagi: Why did it take six months?

Mr. Speaker: Order, order He has not finished

Shri G. B. Pant: We did not take 5 6 months The time between September when the report was received—the date was 21st September—and the date when the reference was made—the reference was made on 27th January—is four months

Shri Tyagi: The speed is rather sluggish For four months the report has been lying with the Minister

Shri G. B. Pant: That is wrong

Shri Tyagi. According to the calculation it is four months—September-October is one month November, December January have gone, as also February Now we are in March

Shri G. B. Pant: Four months were covered between the date of the receipt of the Report and the reference to the Union Public Service Commission In the mean time the Government considered the Report and then requested the officers to favour the Government with their explanations It was after the receipt of the explanations that the matter was referred to the Union Public Service Commission. The Report covers between 200 to 300 pages and the officers and the Government had to study the Report I think the matter was dealt with very expeditiously

Shrimati Renu Chakravartty: In view of the fact that the entire matter regarding the LIC enquiry was raised on the floor of this House and the constitution of the various boards of enquiry also took place consequent to that, could I know as to why the Government feels shy of putting the results of these enquiries on the Table of the House immediately? Now it is six months since the submission of the Report to the Government

Shri G B Pant: The statement was made before the House long ago that after action has been taken then the whole matter will be placed before the House So, in accordance with the statements repeatedly made in the House the Report will be placed before the House after the matter has been decided

Mr Speaker Next question

Pandit D. N. Tiwary: I am the only one who has not got the opportunity to ask a question

Mr. Speaker. The hon Member did not get up earlier

Pandit D N. Tiwary: I did

Mr Speaker: I called Shri Bibhuti Mishra and he has asked the question of the hon Member also

पंडित द्वा० ना० तिवारी . उन अफसरों ने अपनी रिपोर्ट मे दिया है कि वे कसूरवार नही है तो क्या मैं जान सकता हू कि उन्होने अपनी रिपोर्ट मे यह भी दिया है कि कौन कौन से लोग कसूरवार है और किन किन को इस मामले में पकडना चाहिये ?

श्री गो० ब० पन्त : उन्हो ने उन के बारे मे दिया है जिनके कि बारे में उन से पूछा गया था ।

श्री राजेन्द्र सिंह : ग्राउन ए प्वाइंट ग्राफ ग्रार्डर, सर । ग्रभी माननीय गृह-मंत्री ने श्री विभूति मिश्र के प्रश्न का उत्तर देते हुए जिन शब्दों से इस सदन को याद किया है उन को ग्रगर ग्राप मुलाहिजा फरमायेंगे तो ग्राप देखेंगे कि उन शब्दों से ऐसा मालूम पडता है कि उन्हों ने हमारे ज्ञान को ग्रौर बुद्धि को चुनौती दी है ग्रौर हाउस की जो मर्यादा है उस को उन्हों ने तोड़ा है । उन्हो ने यह कहा कि हाउस के ग्रदर बहुत से काबिल लोग हैं ग्रौर उन काबिलो के सामने इस चीज को नही रक्खा जायेगा ग्रौर जो कम काबिल है पबलिक सर्विस कमिशन के मेम्बर्स, उन के यहा भेजा गया है .

Mr. Speaker: The point of order must be short and sweet There is no point of order in this No doubt, the hon Minister gave an impression that it is a small matter But he explained it when Shri Panigrahi asked a question

Shri Rajendra Singh: But, Sir .

Mr. Speaker: Order, order I am giving a ruling on the point of order How can you force me to do it?

He explained immediately that he neither considers it too big nor too small and therefore all these questions have been allowed I am here to allow these questions and I am satisfied that a number of questions have been allowed The hon Minister is not prepared at this stage to give more details than what he has given He will place the Report on the Table of the House after action has been taken

Shri Rajendra Singh: He has made those remarks at the cost of the House . .

Mr. Speaker: That is not the intention of the hon Minister

Settlement of Pensions

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*767. { **Shri Ram Krishan:** / **Pandit D. N. Tiwary:** / **Shri N. Keshava:** }

Will the Minister of Finance be pleased to state:

(a) whether the three-member Committee appointed to inquire into the question of delay in the settlement of pension claims of retired Central Government employees has submitted its report;

(b) if so, their main recommendations; and

(c) whether the Government have considered them?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) Yes, Sir

(b) The Committee have recommended:—

(i) certain procedural improvements to reduce delays in the sanction and payment of pension; and

(ii) introduction of certain changes of a basic character in the existing pension rules

(c) Necessary orders implementing recommendation at (i) above are expected to be issued shortly

Further consideration of the recommendation at (ii) above has been deferred in view of the impending report of the Pay Commission Accordingly the recommendations of the Committee in this regard have been made available to the Pay Commission for their consideration.

Shri Ram Krishan: May I know the total amount to be paid for these pension claims?

Shrimati Tarkeshwari Sinha: Total amount under the new rules? As I said, the whole thing has been referred to the Pay Commission and only after their consideration a decision will be taken on this

Pandit D. N. Tiwary: Usually what time does it take to settle the pension of a retired Government servant? Is it a fact that sometimes it takes four or five years also?

Shrimati Tarkeshwari Sinha: No exact time limit can be fixed It depends from case to case as to how much time it takes

Mr. Speaker: On an average

Shrimati Tarkeshwari Sinha. There is no mathematical calculation, but in some cases it has been seen that delays have occurred That is why this Committee was appointed This Committee has recommended the improvement of the pension forms

Shri Keshava: In view of the fact that the dates of retirement and superannuation are fixed and definite, what is the difficulty that the Government has in starting the preparation of the pension papers sufficiently early to make a prompt settlement of claims?

Shrimati Tarkeshwari Sinha: All these considerations were before the Government and that is why this Committee was appointed This Committee has recommended certain improvements All these procedural improvements are before the Pay Commission and the Government is not in a position to take any decision in the matter unless and until it is decided or taken note of by the Pay Commission

Shri Tangamani: Even before the matter is disposed of by the Pay Commission, may I know whether the Government have got any objection to paying the pensioners on the basis of the enhanced rates which have been accepted?

The Minister of Finance (Shri Morarji Desai) The provisional pension is given in most of the cases There is no question of not giving provisional pension Our attempt will however, be that the pension orders are passed practically on the day the Government servant retires so that there may be no delay That will be our attempt

Shri S. M. Banerjee: May I know whether any assessment has been made of the number of outstanding pension claims which are over two years old and the number of men who have died before the finalisation of their pension claims

Shrimati Tarkeshwari Sinha: I do not have that figure with me, but if the hon Member wants the details, I will try my best to provide them as soon as possible

Shri S. M. Banerjee: There are thousands of cases

Shri Morarji Desai: There are not thousands of cases

Shri Harish Chandra Mathur: What are Government's difficulties in passing an order that no Government servant would be retired unless his pension papers are finalised?

Shri Morarji Desai: It only means that an extension will be automatically given to many people and that will be arranged also in some cases

Shri Harish Chandra Mathur: Can the Government not reply upon its machinery?

Mr Speaker: This is entering into a discussion

श्री म० ला० द्विवेदी क्या मन्त्री महोदय को इस बात का पता है कि नौकरी से रिटायर होने के पश्चात् एक कर्मचारी को कई साल तक खाने पीने का प्रबन्ध करना मुश्किल हो जाता है और ऐसी सूरत मे क्या वह बतलायेंगे कि किस समय तक यह काम पूरा हो जायेगा ?

श्री मोरारजी देसाई मैं ने यही बतलाने की कोशिश की कि हमारी कोशिश यह रहेगी कि एक कर्मचारी जिस दिन रिटायर हो उसी दिन उसे पेन्शन का आर्डर मिल जाये । आर्डर्स वही है मगर कई बार ऐसी दिक्कतें आ जाती हैं जिन से कुछ देर लग जाती है मगर वह देर न लगे, इसी के लिये हम कोशिश कर रहे हैं ।

Indian Statistical Institute

*769. **Shri Osman Ali Khan.** Will the Minister of Finance be pleased to state

(a) whether it is a fact that the Indian Statistical Institute has received an electronic computer from the Soviet Union through the United Nations as a labour saving device, and

(b) whether the computer was purchased or it was presented to the Institute?

The Deputy Minister of Finance (Shri B R. Bhagat): (a) and (b) One electronic computer of Russian make has been supplied by the United Nations to the Government of India and it has been installed at the Indian Statistical Institute, Calcutta This computer is the property of the United Nations and will remain so until its title is formally transferred to the Government of India

Shri Osman Ali Khan: May I know whether it was purchased or it was presented?

Shri B R. Bhagat It was given under the United Nations Technical Assistance scheme

Shri Osman Ali Khan: What is the number of persons who were rendered surplus as a result of the installation of this computer? May I know whether alternative employment was provided to those persons?

Shri B. R. Bhagat: There would not be any persons who will be rendered surplus Actually, this is the computer which will deal with the statistical data and what would be the new employment that would be taken care of There is no surplus that will accrue

Dr. Ram Subhag Singh: May I know whether this Institute which has received so much amount from the Government and also from the United Nations has now been transformed into a personal institute and all these employees have been given notice of termination of their services and, if so, what action Government propose to take in this matter?

Shri B R. Bhagat: The answer to the first part of the question is no As for the second part, I want a specific question to be asked, so that I may give a specific answer

Dr. Ram Subhag Singh As the hon Deputy Minister says no

Mr Speaker: How does it arise out of this question?

Dr Ram Subhag Singh: Because he said that the answer to the first part is no

Mr Speaker. I need not have allowed him to answer that part too This does not arise out of this

Dr Ram Subhag Singh. If you allow me to make a submission

Mr Speaker: How can I allow him? I have allowed another question relating to this, the amount of so many lakhs spent and so on It is only recently, day before yesterday Rs 30 lakhs or Rs 40 lakhs I have allowed that question Hon Members will have an opportunity to go into this matter

Dr Ram Subhag Singh. How can he say, No

Mr Speaker: This does not arise out of this question This relates to an electronic computer He thought it was given by the Soviet Union The United Nations have given it Until it is formally confirmed and the right is transferred to the Government of India, it will continue to be the property of the other one The question arises how many hands it will throw out of employment That has been answered Any other question relating to the manner in which the Institute is run, whether it is private or not, does not arise out of this question It may be very relevant outside, but not on this

Shri Tyagi: I wanted to know if this Indian Statistical Institute is the same

body as the one which refused to surrender its accounts for audit?

Mr. Speaker: It does not arise out of this question

Shri Tyagi: Is it the same organisation?

Mr. Speaker. We do not know This does not arise out of this question

Shri Tyagi: May I know what is the relation of the Government with this institution because a present received has been transferred to a private institution? What is the relationship of the Government with this institution?

Mr. Speaker: The hon Member puts the same question cleverly in another form Next question

Shri Harish Chandra Mathur: On a point of order, Sir, this Question No 770 has been transferred to another date I can have no objection to it because it has been transferred to be asked of the Minister of Planning But, your present rule is that questions are listed according to the date of receipt in your office For this question 770 and my next question 806 notice was given on the same date and they were received in your office on the same date If question No 770 is to be transferred, Question 806 should be advanced to take its place, because this question No 806 was received in your office much earlier than all other questions which are now to be asked This has gone down below in the list because it is in the second round of questions In the first round my question is being transferred and this question should take its place, because other questions have been received in your office much later than 806 This is your rule

Mr. Speaker: When did he look into this matter?

Shri Harish Chandra Mathur: I just

Mr. Speaker: Off hand, I am unable to say one way or the other If I agree with him, I will give him top priority next day

Shri Harish Chandra Mathur: I was drawing your attention

Mr Speaker: I will look into it

Shri Harish Chandra Mathur: It is my right to ask supplementary questions It has been shifted That does not matter If the Chair finds certain difficulties for want of data before it, this should be looked into when other questions are transferred on future dates, whether the question in the second round gets priority and is advanced

Mr. Speaker: I will look into this matter If I agree with him, I will give him top priority on the next day I do not want to give a ruling off hand because a number of questions are transferred What happens in such cases I will consider and then give my ruling

Shri Tyagi. A clarification is needed The House would be interested to know in what order questions are enlisted in the list of questions? Are they in order of receipt in the office?

Mr. Speaker. There is a Notice office here I have placed a Special Superintendent to enable all hon Members to know everything inside out of parliamentary work There are masters here and I am only their servant Let them go, sit there and look into If they are not satisfied, let them come to me instead of spending away the time of the House here

देवनागरी लिपि

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*७७१. { श्री भक्त दर्शन
श्री विभूति मिश्र
श्री बी० च० शर्मा ·

क्या शिक्षा मन्त्री २ दिसम्बर, १९५८ के तारांकित प्रश्न संख्या ४९२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि देवनागरी लिपि के संशोधन के बारे में अन्तिम

निर्णय करने की दिशा में इस बीच क्या प्रगति हुई है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : दूसरी बातो के साथ साथ इस मामले पर भी विचार करने के लिये जितनी जल्दी हो सके शिक्षा मन्त्रियो का एक सम्मेलन बुलाने का प्रस्ताव है

I wish to add that I had answered a similar question on the same subject a few days ago

Mr. Speaker: He might have brought it to my notice, then, I would have disallowed this question

सेठ गोविन्द दास . क्या माननीय मत्री जी को यह बात मालूम है कि देवनागरी लिपि सब से अधिक वैज्ञानिक लिपि है और उस मे बहुत थोडे सुधार की जरूरत है । ऐसी हालत मे जब तक यह सुधार नही हो जाते है तब तक टाइपराइटर और दूसरे काम सब रुके हुए है । तो क्या मत्री जी यह बतलाने की कृपा करेगे कि इस मे इतनी देरी क्यो हो रही है ?

डा० का० ला० श्रीमाली: पिछली बार यह सवाल उठा था । उस समय मै ने इस के बारे मे यह स्पष्ट कर दिया था कि सन् १९५३ मे उत्तर प्रदेश सरकार ने लखनऊ मे एक कानफरेस बुलायी थी

सेठ गोविन्द दास : उस को तो पाच वर्ष बीत गये ।

डा० का० ला० श्रीमाली . जी हा । इस कानफरेस मे लिपि के बारे मे कुछ निर्णय लिये गये थे । केन्द्रीय सरकार ने जितने भी प्रस्ताव पास हुए थे उन को स्वीकार कर लिया था । लेकिन उस के बाद उत्तर प्रदेश सरकार ने सन् १९५७ मे दूसरी कानफरेस बुलवायी और पुराने निर्णयो मे कुछ रद्दोबदल कर दिया । तो अब एक दिक्कत पैदा हो गयी । जहा तक इस गवर्नमेंट का ताल्लुक था उस मे सन् १९५३ की जो सिफारिशें थी उन को मान लिया था और आगे काम बढ़ रहा था । इस बीच में उत्तर प्रदेश सरकार ने बिना पूछे यह दूसरी कानफरेस बुलायी और उस में पुराने निर्णयो को बदल दिया । तो जब तक इस मामले में अन्तिम फैसला न हो जाये आगे काम नही बढ सकता । लेकिन मै हाउस को यह आश्वासन दिलाना चाहता हू कि जितनी भी जल्दी हो सकेगा एजूकेशन मिनिस्टर्स की कानफरेस बुला कर इस मामले को तै किया जायेगा ।

श्री विभूति मिश्र : मत्री जी ने बतलाया कि वे विभिन्न प्रदेशो के शिक्षा मत्रियो की कानफरेस बुला रहे है । बिनोबा जी ने भी इस बारे मे कुछ निर्देश दिये है । तो मै जानना चाहता हू कि क्या हमारे मत्री जी इस बारे मे बिनोबा जी की भी राय लेगे ?

डा० का० ला० श्रीमाली : जो भी राय दे सकेगे उन से राय ली जायेगी और कोशिश यह की जायेगी कि और भी जो विशेषज्ञ है उन को भी इस कानफरेस मे बुलाया जाये ।

Shri D C. Sharma: May I know if this problem will be submitted for consideration of the University Professors of Hindi and other languages?

Dr. K L. Shrimali: I am quite sure the Education Ministers will consult the experts in their States before coming to conclusions

श्री जगदीश अवस्थी : अभी माननीय मत्री जी ने बतलाया कि सन् १९५३ मे जो उत्तर प्रदेल मे शिक्षा मत्रियो की कानफरेस हुई थी उस की सिफारिशो को केन्द्रीय सरकार ने मान लिया था और लिपि बदल दी गई थी । तो मै यह जानना चाहता हू कि उन सिफारिशो को स्वीकार करने के बाद भारत सरकार ने जो प्रकाशन किये उन मे क्या व्यय हुआ ?

डा० का० ला० श्रीमाली : उस का आकडा तो मै इस समय नही दे सकता कि कितना व्यय हुआ । कुछ कमेटिया नियुक्त हुई थी उन्होने कुछ काम भी किया था ।

यह साफ है कि कुछ खर्च हुआ, लेकिन कितना खर्च हुआ यह मैं नहीं बतला सकता ।

श्री प्रकाश वीर शास्त्री: मैं यह जानना चाहता हूं कि उत्तर प्रदेश में जो लिपि परीक्षण असफल हो चुका है फिर उस लिपि परीक्षण के लिये बम्बई प्रान्त को क्यों चुना गया । उत्तर प्रदेश में जिन बालकों को पहले उस लिपि की दो तीन वर्ष शिक्षा दी जा चुकी है, उन को अब फिर पुरानी लिपि दी जा रही है । तो मैं जानना चाहता हूं कि उन बालकों को यह पुरानी लिपि फिर से सिखाने के लिये क्या उत्तर प्रदेश सरकार ने कोई विशेष व्यवस्था की है ?

डा० का० ला० श्रीमाली : यह बात तो उत्तर प्रदेश सरकार से सम्बन्ध रखती है । इस में भारत सरकार का प्रश्न नहीं उठता । उत्तर प्रदेश सरकार ने सन् १९५३ में एक कानफरेंस बुलायी थी और उस ने जो निर्णय लिये थे मैं ने सुना है कि वे लगभग बहुमत के निर्णय थे और सभी राज्यों की उन में सहमति थी । उस के बाद भारत सरकार ने उन सिफारिशों को स्वीकार कर लिया, उस के बाद उत्तर प्रदेश सरकार ने उन निर्णयों को बदल दिया । तो अब तो उन से मिल कर इस मामले को तै करना है । इसलिये इस में कुछ वक्त लगेगा ।

Shri Heda: From the reply given by the hon. Minister, it seems that he does not know or probably he has not taken into consideration that Shri Vinobhaji was one of the first who took up a scientific view of Devanagari and he has also formed a Lokanagari, complete and simplified also and not only a journal but also books have been printed in it. May I know whether that Lokanagari and the research made in that regard will be taken into consideration?

Dr. K. L. Shrimali: It will be considered at the Education Ministers conference

सेठ गोविन्द दास : अभी मंत्री जी ने यह कहा कि भिन्न-भिन्न राज्यों के शिक्षा मंत्रियों की एक परिषद् बुलायी जा रही है और कुछ विशेषज्ञों को भी बुलाया जा रहा है । मैं यह जानना चाहता हूं कि क्या हिन्दी की प्रतिष्ठित संस्थाओं, जैसे नागरी प्रचारिणी सभा, राष्ट्रभाषा प्रचार समिति वर्धा, हिन्दी प्रचार सभा दक्षिण भारत, के प्रतिनिधियों को भी इस परिषद् में बुलाने का विचार किया जा रहा है ।

डा० का० ला० श्रीमाली : जी हां, एक्सपर्टस को बुलाया जायेगा ।

सेठ गोविन्द दास : मैं यह जानना चाहता था कि क्या इन संस्थाओं के प्रतिनिधियों को भी निमन्त्रण दिया जायेगा ?

डा० का० ला० श्रीमाली : मैं इसी वक्त तो इस प्रश्न का उत्तर नहीं दे सकता कि किन-किन संस्थाओं के प्रतिनिधियों को बुलाया जायेगा । लेकिन मैं इतना निवेदन कर सकता हूं कि जो भी इस विषय के विशेषज्ञ हैं उन को आमन्त्रित किया जायेगा ।

श्री भक्त दर्शन : श्रीमान्, यह मूलतः मेरा प्रश्न था । मुझे कम से कम एक पूरक प्रश्न करने का तो अवसर दिया जाये ।

अध्यक्ष महोदय : अच्छा ।

श्री भक्त दर्शन : श्रीमान्, मूल प्रश्न मेरा था, इस लिये कम से कम एक पूरक प्रश्न तो मुझे पूछने दिया जाये ।

अध्यक्ष महोदय : श्री भक्त दर्शन ।

श्री भक्त दर्शन : क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि देर से देर कब तक शिक्षा मंत्रियों का सम्मेलन होगा और कब तक इस बारे में निर्णय हो जायेगा ?

डा० का० ला० श्रीमाली : मई या जून में कांफरेंस बुलाने का विचार है ।

श्री प० ला० बाकलीवाल : मैं माननीय मंत्री जी से यह पूछना चाहता हूं कि अभी उन्होंने बताया कि कुछ पुराने निर्णयों को बदला है, लेकिन क्या ऐसे अधिकारियों को बदला है या नहीं, जिन के दिमाग में अंगरेजियत भरी हुई है और क्या उन की जगह पर कोई हिन्दी के विशेषज्ञ नियुक्त किये गये है ।

डा० का० ला० श्रीमाली : यह इस प्रश्न से नहीं उठता है ।

राउरकेला उर्वरक का कारखाना

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*७७२. श्री मोरारका :
श्री सरजू पांडे :
श्री हेम राज :
श्री टी० बी० विट्ठल राव :
डा० राम सुभग सिंह :
श्री अ० मु० तारिक :
सरदार इकबाल सिंह :
श्री दलजीत सिंह :
श्री नवल प्रभाकर :

क्या इस्पात, खान और ईंधन मंत्री २४ नवम्बर, १९५८ के तारांकित प्रश्न संख्या १७८ के उत्तर के सम्बन्ध मे यह बताने की कृपा करेंगे कि .

(क) क्या राउरकेला मे उर्वरक कारखाने के लिये मशीन और उपकरणो के लिये आर्डर देने के बारे में इस बीच कोई निर्णय कर लिया गया है,

(ख) यदि हा, तो क्या उस का ब्यौरा बताने वाला एक विवरण सभा पटल पर रखा जायेगा; और

(ग) यह कारखाना कब चालू हो जायेगा ?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c). The fertilizer plant at Rourkela will consist of two main parts (i) ammonia plant and auxiliaries and (ii) nitric acid and nitro-limestone plant. It has been decided to award the contract for the construction of the nitric acid and nitro-limestone plant of the Fertilizer Factory at Rourkela to Sindri Fertilizers & Chemicals (Private) Ltd. at an estimated cost of Rs. 7·75 crores.

It is proposed to award the contract for the ammonia plant and auxiliaries to M/s. Uhde, West Germany, whose quotation was the lowest acceptable one The terms and conditions of the contract are being finalised. The Fertilizer Plant is expected to go into production by March 1962.

Shri Morarka: Is it not a fact that this order with Sindri is placed at a loss of Rs. 30 lakhs, and Sindri proposes to make up that loss by increasing the price of fertilisers?

Sardar Swaran Singh: No, Sir That is not a fact

Shri Morarka: May I know if Sindri is going to appoint another foreign consultant when Rourkela already has a consultant for this particular plant?

Sardar Swaran Singh: There is no duplication. If for executing their part of the contract, Sindri Fertilisers employ another consultant or agency, they should be left to judge as to what is best to be done

Shri Morarka: Is it not a fact that in respect of the major part of the order placed with Sindri, Sindri is going to import and supply to Rourkela? If that is so, what was the difficulty in Rourkela directly importing it rather than bringing in Sindri into it?

Sardar Swaran Singh: I am happy that Sindri has come into this because they have got experience, and they are another sister public sector organisation, and if they show interest in doing a part of the contract, they would, in any case, be better suited even to import the necessary material and to make their know-how available for executing that part of the contract.

Shri T. B Vittal Rao: May I know the capacity of the plant, that is going to be put up by Sindri as well as the West German firm?

Sardar Swaran Singh: The two are matching really The capacity of the final product that comes out will be 80,000 tons nitrogen.

Mr. Speaker: Per day? For what period?

Sardar Swaran Singh: Per year.

Shrimati Renu Chakravartty: There are two parts, ammonia and nitrogen

Sardar Swaran Singh: The two parts that are mentioned really point to the same objective The final product can be produced only if both these things are produced It is not that the first part will produce something which can be marketed or consumed That becomes the basis for production of the other Therefore, like all other chemical plants, it is the end product that matters and not the production of the two parts separately.

Shri T. B Vittal Rao: May I know whether these two plants will utilise the waste gases that will come from the open hearth furnace there?

Sardar Swaran Singh: The intention is to use coke oven gases

Shri T B. Vittal Rao: May I know when Sindri will start its construction work on the fertiliser plant, in view of the delay that has taken place?

Sardar Swaran Singh: They have already initiated action As to their actually starting physically on the spot, it will take some time, but the planning and the levelling of site and the preparatory work have already started Sindri have already started in right earnest the execution of their part of the contract.

Shri Dasappa: If the capacity is only 50,000 tons

The Parliamentary Secretary to the Minister of Steel Mines and Oil (Shri Gajendra Prasad Sinha): 80,000 tons of nitrogen per year.

Shri Dasappa: Is not this project too costly for the production of only 80,000 tons?

Sardar Swaran Singh: I think 80,000 is in terms of nitrogen, and the real quantity in tonnage, which is probably what the hon. Member has in mind, is like this. They had estimated that the maximum capacity of the plant will be 1,760 tons a day of nitro-limestone, i.e, 580,000 tons per year of 330 work days This, when described in terms of nitrogen, is described as 80,000 tons of nitrogen.

Shri P C. Bose: May I know whether Sindri was given this contract on a competitive tender basis?

Sardar Swaran Singh: Yes, Sir. They were one of the competitors

Shrimati Renu Chakravartty: May I know where Sindri has placed its orders for the supply of plant and machinery?

Sardar Swaran Singh: I could not say I have not kept track. That is primarily for Sindri to place orders on any firm which they think are the most appropriate

Shri Damani: May I know when the machinery ordered will start arriving in the country, and by what time the factory will be completed?

Sardar Swaran Singh: The plant is expected to be commissioned by March, 1962 As to the date on which physically the plant ordered by Sindri will start arriving, I cannot say

Reservations for Scheduled Castes and Scheduled Tribes in State Legislatures and Parliament

*773. **Shri N R Munisamy:**
Shri B. K. Gaikwad:
Shri Subodh Hansda:
Shri S. C. Samanta:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that **Government** are considering the question

of extending the period of reservation in the State Legislatures and Parliament for scheduled castes and scheduled tribes and also continuing the constitutional safeguards for them, and

(b) if so, for how many more years?

The Minister of Home Affairs (Shri G B Pant): (a) and (b) The matter is under consideration

Shri N. R. Munisamy: Man I enquire if the Government is satisfied with regard to the progress so far made by the Scheduled Castes and Scheduled Tribes if not, what further additional steps are proposed to be taken by the Government to discharge the obligations enjoined on it by the Constitution because various non official organisations have made representations to that effect?

Shri G B Pant The period of reservation will continue till 1960 according to the provision in the Constitution and the point will have to be decided before the next general election and I hope to be able to do so before the need for acting upon it arises

श्री नरेश प्रभाकर १८ दिसम्बर, १९५८ का अहमदाबाद मे माननीय प्रधान मत्री ने एक वक्तव्य दिया था और उस मे अपने विचार व्यक्त किये थे कि मेरे विचार मे आगे कोई रिजर्वेशन नही होनी चाहिये । मैं यह जानना चाहता हू कि उस के सम्बन्ध मे सरकार की क्या राय है ।

श्री गो० ब० पन्त प्रधान मत्री जी ने जो कुछ कहा था, उस को उन्होने ज्यादा साफ किया है । उन्होने कहा है कि मेरा ख्याल है कि कई और तरीके है, जिन से कि मदद देनी चाहिये और इस तरह से रिजर्वेशन करना मामूलन ठीक नही है, मगर शिडयूल्ड कास्ट्स वगैरह के मामले मे क्या हो, यह फिर भी गौर तलब बात है ।

Shri Elayaperumal: English please

Shri G. B. Pant: Do you want both the question and the answer in English, or only the answer in English

Shri Elayaperomal: Answer in English

Shri G B. Pant He had asked as to what had been said by the Prime Minister in a certain speech, and I told him what he had said and what he had meant

Mr Speaker. He said generally the principle is it ought not to be extended, but there are circumstances which may lead to further consideration regarding this matter

Shri Balakrishnan Is it not a fact that it is necessary to continue these safeguards until the social and economic conditions of the Scheduled Castes are brought to the level of the other forward communities?

Mr Speaker Is it not necessary to continue reservation until the Scheduled Castes and Scheduled Tribes come up to the level of the others in the economic, social and other fields?

Shri G B Pant. That argument also will be borne in mind

Some Hon Members *rose* —

Mr Speaker Next question All these are being considered

Banaras Hindu University

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*775. Shri Warior.
Shri Sadhan Gupta:
Shri S M. Banerjee
Shri Jagdish Awasthi:
Shri Harish Chandra Mathur:
Shri Vajpayee:
Shri Barrow:
Shri Khushwaqt Rai:
Shri Braj Raj Singh:

Will the Minister of Education be pleased to lay a statement showing:

(a) the number of teachers and other employees of the Banaras Hindu

University (i) dismissed, (ii) suspended and (iii) charge-sheeted so far;

(b) the number of students rusticated on charge of violating discipline;

(c) the reason for appointing a Medical Board to examine four of the professors;

(d) whether Government have received complaints about victimisation of students and teachers by the authorities of the University; and

(e) if so, the action taken thereon?

The Minister of Education (Dr. K. L. Shrimali): (a) to (e) A statement is laid on the Table of the House.

Statement

(a) Three employees of the Banaras Hindu University were suspended served with show-cause notices and subsquently dismissed from the service of the University. Show-cause notices were also served on three teachers and three other employees

(b) Eight.

(c) A Medical Board was appointed by the Executive Council of the University to examine six employees of the University, namely a Reader, two Lecturers, two Instructors and a Modeller, who were believed to be suffering from physical disability.

(d) Yes

(e) It is not for the Government to take action However, the controlling judisdiction of the Visitor under Statute 18(1) of the Statutes of the University will be invoked, wherever necessary

Shri Warior: Certain employees were dismised May I know the guilt established by this enquiry

Mr. Speaker: We are not going into these matters. He wanted only the number of persons dismissed.

Shri Warior: In the statement it is said that show-cause notices were served on three employees of the Banaras Hindu University and that they were dismissed subsequently.

What were the charges, and what was the guilt established against these employees?

Mr Speaker: I am not going to allow that. The hon. Member only wanted to know the number of persons dismissed, suspended and charge-sheeted, the number of students rusticated, the reason for appointing a medical board, etc The details that the hon. Member is asking will involve each case, the reasons for dismissal in each case, their replies and so on. This will be endless

Shri Warior: The nature of the guilt established can be stated

Mr. Speaker: It does not arise out of this question

Shri Tangamani: In the first part of the question, we wanted to know the number of persons dismissed, suspended and charge-sheeted The hon. Minister has said that three persons have been suspended and subsequently dismissed, and six persons have been charge-sheeted So, the question will certainly arise whether they have been dismissed for any particular offence

Mr. Speaker: Why else would they be dismissed? Would they be dismissed whimsically? For every dismissal, there will be some reason (*Interruptions*) It is not as if these things are not important; they may not be relevant to the main question, but they will be important Hon. Members may have an inquiry or may ask for a statement item by item, asking why this particular teacher was dismissed, what was the suspension notice, what were the charges that were proved, and so on All these will arise then, but they do not arise out of the main question That is all that I am saying

Shri Hem Barua: May I know whether it is a fact that the University Vice-chancellor and the treasurer

have invested large sums of university money without the authorised sanction of the executive council as required under the statute; in U P. Zamindari Abolition,.....

Mr. Speaker: Order, order That does not arise out of this question

Shri Hem Barua: It arises, Sir May I make a submission? It is about dismissal, charge-sheets and all that I have not finished my question yet The next part of my question would be this, namely, whether there is any enquiry made into the conduct of the Vice-chancellor and the treasurer, they come within the scope of the original question

Mr. Speaker: It does not arise out of the main question

Shri Hem Barua It is about charge-sheeting, dismissal, suspension and all sorts of other things May I know whether the Vice-chancellor and the Treasurer who have invested large sums of money that is university money, without the authorised sanction

Mr Speaker: Order, order There is *no meaning in persisting in asking* this question The main question relates to teachers and other employees I do not think that includes the vice-chancellor and so on Anyhow, whether that has been done or not, the question relates to dismissal, suspension and charge-sheeting and the numbers in respect of these have been given We are now going into an extraneous matter If the hon Member has got any information, let him move and then have the cases also inquired into

Shri Hem Barua: May I make a humble submission? The term 'employees' includes vice-chacellor and treasurer If the hon Minister very conveniently avoids reference to them, we cannot do anything What can we do?

Mr. Speaker: The hon Member is not a lawyer; if he is a lawyer, I am afraid he has forgotten *ejusdem generis* 'Teachers and other employees' will mean only those categories You cannot say that class IV servants and other employees of Government would mean Minister, you cannot say that class IV servants would mean the Ministers and the Rashtrapati What is all this about? It does not arise out of the main question

Shri Hem Barua: What about the treasurer?

Mr Speaker: 'Treasurer' does not come in 'Treasurer' does not come into the category of teacher

Shri S. M Banerjee *rose*—

Mr Speaker: Next question

Shri S M Banerjee: I have not asked even one supplementary question

Mr. Speaker: I have allowed a sufficient number of questions

Shri S. M Banerjee: This just arises out of the main question So, I should be allowed

Dr Ram Subhag Singh: What is the reply to part (d) of the question?

Shri S M Banerjee: I have got a supplementary which arises out of the main question

Shri Jagdish Awasthi: The names have been clubbed together So, we must be given some chance to ask supplementary questions

Mr. Speaker: What is the reply to part (d) of the question

Dr K L. Shrimali: 'Yes'

Shri S. M Banerjee: In reply to part (d) namely:

> "whether Government have received complaints about victimisation of students and teachers by the authorities of the University',

the hon Minister has stated 'Yes'.

I know what complaints have been received. I would like to know whether Government or the university authorities are reconsidering their decision with regard to the dismissal and rustication of the students, what the nature of the complaints is, and what their decision is.

Mr. Speaker: We cannot enter into a small matter like this in a question. If hundreds of persons had been dismissed, shall we go into the case of each person here? This is not the manner in which questions should be asked. If any hon. Member wants any particular matter to be elucidated he may table a separate question by itself, asking what the charges against these students are.

Shri S. M. Banerjee: Kindly give me a minute, and I shall explain....

Mr. Speaker: The action taken is all that is asked for. We cannot go into the nature of the complaints here. Hon. Members want to take advantage of some question put by some hon. Member; they can put a straight question themselves, and I shall allow it.

Shri S. M. Banerjee: I am one of the questioners.

Dr. Ram Subhag Singh: The whole difficulty is this. Complaints are pouring in daily, and we are acquainting the Minister also with them.

Shri Tyagi: But nobody pays heed.

Dr. Ram Subhag Singh: In reply to part (d), namely:

> 'whether Government have received complaints about victimisation of students and teachers by the authorities of the University'.

the hon. Minister said 'Yes'. Practically, daily, complaints are coming in, and the Minister is also acquainted with them. We want to know whether any satisfactory solution has been found for the problem.

Mr. Speaker: That is another matter. Hon. Members will give separate notice.

Dr. Ram Subhag Singh: About fifty students have been fined.

Mr. Speaker: As to what ought to be done with regard to the Banaras Hindu University, all hon. Members who are interested can sit together and discuss this matter. (*Interruptions*) I am here to give a ruling as to whether all this arises out of the main question.

Shri Goray: What action have they taken?

Mr. Speaker: They have already stated what action they have taken

Shri Nath Pai: No There is a misapprehension, I think. The action we are asking about is not about the disciplinary action, but about action with regard to the complaints of victimisation received; he agreed that there were complaints of vicitimisation. How have they been dealt with? That is the information that we are asking.

Dr. K. L. Shrimali: With regard to part (e) of the question, it has been stated:

> "It is not for the Government to take action. However, the controlling jurisdiction of the Visitor under Statute 18(1) of the Statutes of the University will be invoked, wherever necessary.".

There has been one case of Kumari Prakashvati Srivastav, a candidate for Ph. D. who made representation to the Visitor to the effect that she was not admitted by the university authorities for research work under her father Dr. A. Lal. This representation was examined, and the representation was rejected, because it was felt that there was no case for this

Limestone for Rourkela

*736. **Shri Morarka:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the total capital expenditure involved for developing limestone quarries for supply of limestone to Rourkela;

(b) the required production for Rourkela; and

(c) how much production has been achieved so far?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) About Rs 212 lakhs excluding the cost of the Railway siding, which is estimated to be about Rs. 73 lakhs

(b) and (c). According to the project report, the Rourkela Steel Plant would require about 355,000 tons for the blast furnaces and 170,000 tons for the steel melting shops. Besides, about 200,000 tons will be required for the fertilizer plant and 70,000 tons for the sintering plant. It is proposed to draw the limestone for all, except the melting shops, from Purnapani quarries For producing the tonnages necessary for the blast furnaces, a larger quantity will have to be mined. The fines which cannot be used in the blast furnaces can be used for the fertilizer plant and the sintering plant

In order to meet part of the initial requirements of the steel plant, a pilot mining scheme was started at Purnapani in April 1958 The present output of the mine is about 5,000 tons per month and this is expected to be doubled from March 1959.

Shri Morarka: May I know whether this sum of Rs 212 lakhs was originally provided for in the estimates or whether it has been subsequently added.

Sardar Swaran Singh: It was mentioned that money would have to be spent upon mining limestone. The exact figure was not given in the original project report, because the original project report did not go into the details of the actual mining and quarrying of limestone.

Shri Morarka: Is it not a fact that this limestone would now be coming mostly from a place about fifteen miles away and about half of the limestone would be coming from a distance of about five hundred miles, and as such the cost of limestone would be substantially increased, and if so, may I know.....

Mr. Speaker: I think this was argued The whole thing is fresh in my mind. The hon Member asked about it earlier. Once again, the hon. Member is arguing it out during the question hour.

Shri Morarka: At that time, the hon. Minister said that the information was not available. Hence, another question was given notice of.

Mr Speaker: How was the hon. Member then able to mention the figure of five hundred miles The hon. Member now gives information to the House that it is five hundred miles and so on. I remember that the hon Minister said so some time ago.

Shri Morarka: No, last time.....

Mr. Speaker: What is the hon. Member's question

Shri Morarka: I shall put the question again.

Mr Speaker: But not the same question

What the hon. Member wants to know is why that kind of road transportation for about five hundred miles has to be undertaken.

Sardar Swaran Singh: Purnapani, wherefrom the main supply has to come, is only 16 miles from Rourkela.

Mr. Speaker: There is no place which is about five hundred or six hundred miles away?

Sardar Swaran Singh: No. So far as the quantity for the steel melting shop is concerned, we are searching for a better quality of limestone, and another area near Satna is one of the probable ones. It was known earlier; these specifications even in the original project report were given about the requirements for the steel melting shop; whereas most of it will come from Purnapani, we may have to bring for the steel melting shop from nearabout Satna.

12 hrs.

Shri T. B. Vittal Rao: It is said that a sum of Rs 2 12 crores has been set apart for this purpose to produce 5,000 tons of limestone per month.

Sardar Swaran Singh: This production is only of pilot scheme

Shri T. B. Vittal Rao: Even if the capacity goes up to 10,000 tons per month where is the additional limestone needed to come from?

Sardar Swaran Singh: We have already entered into a contract for the purchase of that till our requirements are met by the development of Purnapani.

Shri Morarka: May I know whether the hon. Minister's attention has been drawn to the comment made by the Auditor-General that the original project report recommended that negotiations should be carried on with a quarry situated very near Rourkela but because these negotiations were not carried out, they had to develop a quarry at some distance and consequently the price of steel would go up?

Sardar Swaran Singh: I have seen the audit report. It has to go to the Public Accounts Committee. The Ministry will have its say there and it will be before the House after the PAC has reported on that.

SHORT NOTICE QUESTION

Indo-Pak. Canal Waters Dispute

S.N.Q. 5. Shri Ram Krishan: Will the Minister of Irrigation and Power be pleased to refer to the recent statement of Gen. Ayub Khan appearing in the "Hindustan Times" of 24th February, 1959, that the World Bank would now put forward its own proposals for the solution of the long standing Indo-Pakistan Canal Water Dispute as Pakistan and India had rejected each other's proposals and state:

(a) whether the above statement is correct; and

(b) whether the World Bank has put forward any proposal so far?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The World Bank has not told the Government of India that it will frame its own proposals.

(b) No, Sir.

Shri Ram Krishan: May I know the details of the proposals which were put forward by India and Pakistan?

Shri Hathi: It is not possible to disclose these details at this stage.

Shri Ram Krishan: As Punjab and Rajasthan will be affected by this agreement, may I know whether before taking a final decision these two States will also be consulted in this matter?

Shri Hathi: The interest of the whole country including Punjab and Rajasthan will be considered.

Shri Ram Krishan: What is the present position? May I know whether the agreement of 1948 is still in operation?

Shri Hathi: We are abiding by that agreement.

Shri D. C. Sharma: What is going to be the attitude of the Government of India in view of the deadlock which

has been arrived at between India and Pakistan on this issue and when the World Bank has failed to resolved that deadlock?

Shri Hathi: It is too premature to say so; the World Bank has not failed in its negotiations.

Shri Hem Barua: May I know whether it is a fact that our officials who attended the Washington Conference admitted their inability to come to an agreed solution? If so, at what stage does the present deadlock on the issue of the canal waters stand today?

Shri Hathi: An agreed solution as to the overall plan over the Indus basin could not be arrived at earlier and then the Bank had submitted its proposals in 1954. On the basis of that plans have been submitted both by India and Pakistan and they are being considered by the World Bank.

WRITTEN ANSWERS TO QUESTIONS

All India Science Teachers' Conference

*768. **Shri Rameshwar Tantia:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that the Third All India Science Teachers' Conference held in New Delhi recommended to Government to organize Science Fairs in the country to make the students science-minded; and

(b) if so, what steps have been taken to organize such fairs?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Conference recommended the setting apart of funds for organising Science Fairs.

(b) The matter is under consideration.

Investigation of Lignite in Kerala

*774. **Shri V. P. Nayar:**
Shri Punnoose:
Shri Kodiyan:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the cores recovered in the investigation for lignite in Warkalai have been studied;

(b) if so, nature of the report on them; and

(c) whether it is a fact that the material tested as a result of investigations were all cuttings and no solid cores were examined?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Yes, Sir. It is reported that the lignite does not occur as a regular seam. Occurrences of pieces of lignite one to two inches in the bore-holes indicate that the lignified stumps and twigs of wood embedded are in a black clay.

(c) No, Sir. Solid cores of rocks were also examined.

Teachers in Punjab Colleges

*777. **Shri D. C. Sharma:**
Shri Ram Krishan Gupta:

Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 303 on the 24th November, 1958 and state what further improvement has been made in the pay scales of teachers in the Punjab Colleges with the assistance sanctioned by the University Grants Commission?

The Minister of Education (Dr. K. L. Shrimali): A statement giving the requisite information is laid on the Table of the Lok Sabha.

STATEMENT

Thirteen more colleges in Punjab have agreed to share the expenditure in connection with the University Grants Commission scheme for upgrading of salaries of their teachers. Two Colleges in Punjab, which had agreed to share the expenditure in 1957-58, have now gone back on their commitment. The statements received from 36 colleges which have agreed to share the expenditure are under scrutiny of the University Grants Commission. The grants will be paid on the basis of exact calculations before 31st March, 1959.

Educational Grants to States

*778. **Shri Panigrahi:** Will the Minister of Education be pleased to state:

(a) whether proposals on educational develoment programmes have been received from the various State Governments;

(b) whether the reduction in Plan allocations in the educational sector of the State Plans to the extent of 3 crores of rupees has in any way affected Primary, Secondary and Higher education; and

(c) if so, to what extent?

The Minister of Education (Dr. K. L. Shrimali): (a) Finalised programmes for 1959-60 for schemes falling within the purview of the Ministry of Education have so far been received from the Governments of Bihar, Bombay, Orissa, Punjab and Uttar Pradesh. Similar Programmes for 1960-61 will be received in early 1960.

(b) and (c). It is too early to say whether this reduction will have any effect on the different fields of education.

Defence Ministry Establishments, London

*779. **Shrimati Ila Palchoudhuri:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that an enquiry with a view to achieve economy has been instituted in relation to Defence establishments of the Ministry of Defence in London;

(b) if so, the nature of and reasons for the enquiry; and

(c) when it is likely to be completed?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) to (c). Work study of the entire office of the High Commission in the U.K. is in progress with a view to economy and efficiency and it is likely that it will be completed by the end of March, 1959. Since the offices of the Defence Advisers in London form a part of the High Commissioner's establishment, they are also included in the enquiry.

Drilling Operations at Sibsagar

*780. **Shrimati Mafida Ahmed:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 797 on the 10th December, 1958 and state:

(a) whether the machinery and equipment for drilling operations at Sibsagar have reached the site of operation; and

(b) if not, what measures are being taken to expedite the work?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Yes, most of the machinery and drilling equipment has reached there. Only certain ancillary equipment are yet to be received from U.S.S.R. for starting the drilling operations. For this, Soviet authorities are being approached to expedite the supply of these ancillary equipments.

Assam Compensatory Allowance

*781. **Shri L. Achaw Singh:** Will the Minister of Home Affairs be pleased to state:

(a) whether there is any proposal to grant the Assam Compensatory allowance of Rs. 13|8|- per , month

to Grade IV employees of the Manipur Administration; and

(b) if so, when the proposal will be given effect to?

The Minister of Home Affairs (Shri G. B. Pant): (a) There is no such proposal under consideration of the Government of India at present.

(b) Does not arise.

State Bank of India

*782. **Shri Raghunath Singh:** Will the Minister of Finance be pleased to state:

(a) the number of people who benefited from the scheme formulated to advance loans from the State Bank of India for the development of small scale industries; and

(b) whether efforts are being made to make it more liberal?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) The State Bank of India has granted advances to 696 small-scale industrial units upto the 31st December, 1958.

(b) The procedure for the grant of advances to small-scale industrial units has already been liberalised to a considerable extent, and it has also been decided to extend the scheme to all the branches of the bank.

Coal Mines in Assam and West Bengal

*783. **Shri Aurobindo Ghosal:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether any new coal mines have been found in the Garo hills of Assam and Ondal district of West Bengal recently; and

(b) if so, the latest report thereon?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). As a result of exploration carried out by the Geological Survey of India in the Garo Hills of Assam, reserves of the order of 85 million tons of fairly good quality coal have been assessed in this area.

Extension of the Raniganj Coal Seams to Ondal area of West Bengal has been recently established. Reserves of the order of 2·525 million ton of coal have already been established in Ondal, but the probable reserves, besides this, are expected to be much more.

International Geophysical Year

*784. **Shri Supakar:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the broad features of researches conducted in India for the International Geophysical year; and

(b) whether any brochures or books of the activities of Indian Scientists in this matter have been published?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). A statement is placed on the Table of the House. [See Appendix II, annexure No. 97.]

Research in Laws

*785. **Pandit D. N. Tiwary:** Will the Minister of Law be pleased to state:

(a) whether it is a fact that Government are considering a proposal to set up an organisation for systematic research in laws; and

(b) if so, whether any scheme has been prepared?

The Deputy Minister of Law (Shri Hajarnavis): (a) and (b). The question is under consideration. No Scheme has, however, been prepared so far.

Coal Supply to Tripura

*786. **Shri Bangshi Thakur:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that full quota of coal meant for Tripura which

is to be lifted from Calcutta to Agartala is not fully lifted; and

(b) if so, the action taken in the matter?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes.

(b) The validity of the relevant sanctions for the year 1958 has been extended with a view to effecting more supplies of coal.

Fire in Himachal Pradesh Secretariat

*787. **Shri Padam Dev:** Will the Minister of Home Affairs be pleased to state:

(a) whether the enquiry into the causes of fire in the Himachal Pradesh Secretariat in still going on;

(b) if so, how long will it continue; and

(c) whether any arrests have been made in this connection?

The Minister of Home Affairs (Shri G. B. Pant): (a) No.

(b) Does not arise.

(c) No.

Life Insurance Corporation

*788. **Shri Parulekar:** Will the Minister of Finance be pleased to state:

(a) whether any employee of the Birla's is on the Board of Directors of the Life Insurance Corporation;

(b) if so, the name of the employee; and

(c) the reasons why this particular individual was appointed a director?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) Yes, Sir. But he was not appointed as an employee of Birlas.

(b) Shri C. C. Desai.

(c) Long and varied administrative experience.

Manufacture of Gun Cartridges

*789. **Shri Mohan Swarup:** Will the Minister of Defence be pleased to state:

(a) whether Government have any proposal to start a factory in India for the manufacture of gun cartridges;

(b) if so, when; and

(c) the estimated cost of the factory?

The Minister of Defence (Shri Krishna Menon): It is presumed the Hon'ble Member has in mind the manufacture of shot gun cartridges. If so, these cartridges are already in production in the Ordnance Factories.

(a) The capacity in an existing Factory is being utilised for production of these Cartridges and will be adequate to meet the civil requirements. There is no proposal to start a new factory for this purpose.

(b) and (c). Do not arise.

Judicial Machinery in Delhi

*790. **Shri Assar:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the judicial machinery in Delhi is finding it difficult to cope with the increasing volume of litigation both civil and criminal?

(b) if so, whether any special method has been adopted to dispose of the large number of pending cases; and

(c) what is the total number of pending cases disposed of during the last six months?

The Minister of Home Affairs (Shri G. B. Pant): (a) The number of pending cases in Delhi on the criminal side had become fairly large, in view specially of the heavy institution of traffic cases and others under the Police Act and the municipal bye-laws. As a result, however, of certain steps recently decided upon, no

serious difficulty is now being experienced in coping with the increasing volume of work.

(b) The following are the more important measures adopted to clear the pending arrears and expedite the disposal of cases in future:—

(i) The number of stipendiary magistrates has been increased from 18 to 24.

(ii) The number of honorary magistrates is being increased so that sufficient number of mobile courts may be available to dispose of petty cases on the spot.

(iii) Suitable magistrates are being invested with summary powers to dispose of petty cases under Police Act etc.

(iv) A Committee of officials was formed by the District and Sessions Judge early in 1958 to devise ways for expediting the disposal of pending cases, particularly those pending for more than one year, and necessary action is being taken in pursuance of the recommendations made by this Committee.

(c) 1,40,767 pending cases were disposed of during the last six months. (These includes 4,262 civil cases disposed of up to January 31, 1959, and 1,36,505 criminal cases disposed of upto February 15, 1959).

Visit by Vice Admiral Will

*791. {Shri A. K. Gopalan: / Shri Raghunath Singh:}

Will the Minister of Defence be pleased to state:

(a) whether Vice Admiral John M. Will of the U.S. Navy's Military Sea Transportation Service visited Indian ports during January this year; and

(b) if so, what was the purpose of his visit?

The Minister of Defence (Shri Krishna Menon): (a) Vice Admiral John M. Will of the U.S. Military Sea Transport Service passed through Madras and Bombay on his way from Colombo to Karachi, in the month of January, 1959. The Vice Admiral did not however visit the ports of Bombay and Madras on his way to Karachi from Colombo for any official purpose.

(b) Does not arise.

Loans due from States

*792. {Shri Tyagi: / Shri Ram Krishan:}

Will the Minister of Finance be pleased to lay a statement showing:

(a) the total amount of loan outstanding up-to-date against each State and the total amount of annual instalments due for payment from them;

(b) the names of the States which have defaulted in the payment of their annual instalments alongwith the total amounts overdue on this account; and

(c) the steps, if any, taken for the recovery of the loans?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) A statement showing the total amount of loans outstanding against each State at the end of 1957-58, is laid on the Table. [*See* Appendix II, annexure No. 98.] As the terms of repayment are not uniform, the amounts repaid annually very from year to year.

(b) No major defaults have come to notice.

(c) Does not arise.

Electric Furnaces

*794. **Sardar Iqbal Singh:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 75 on the 19th November, 1958 and lay a statement on the Table showing:

(a) the progress made in the matter of setting up of electric furnaces for

building scrap iron into steel, as recommended by the Saxena Committee; and

(b) the details of applications received so far?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). Government have under consideration forty-six applications to put up electric furnaces to manufacture steel from scrap. A decision on these is likely to be taken shortly.

Offences under the Untouchability (Offences) Act

*795. **Shri Siddiah:** Will the Minister of Home Affairs be pleased to state:

(a) the names of the States and Union Territories that have not supplied information regarding the offences registered under the Untouchability (Offences) Act, 1955 and about their disposal since 1st January, 1956;

(b) the reasons for the same; and

(c) the action Government propose to take or has taken in this behalf?

The Minister of Home Affairs (Shri G. B. Pant): (a) A Statement giving the required information is laid on the Table of the House. [*See* Appendix II, annexure No. 99.]

(b) and (c). The Government of India are not aware of the circumstances in which the State Governments have not been able to furnish the relevant information. They have been requested to expedite it.

Employment of Women

*796. **Shri Hem Barua:** Will the Minister of Home Affairs be pleased to state:

(a) whether the All-India Conference of Social Workers for Women's Welfare which met recently in Lucknow has suggested to the Government and the Planning Commission to evolve an employment policy for women, particularly in the rural areas; and

(b) if so, what steps Government propose to take or have already taken in this direction?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) No communication on the subject appears to have been received either by Government or the Planning Commission.

(b) Does not arise.

Oil Resources in Cauvery Basin

*798. **Shri Subbiah Ambalam:**
Shri Elayaperumal:
Shri Raghunath Singh:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 730 on the 30th August, 1958 and state the progress so far made by the geological team in the survey and exploration of oil resources in the Cauvery Basin, Madras State?

The Minister of Mines and Oil (Shri K. D. Malaviya): A geological party is working in Madras State and a reconnaissance survey of about 1,000 sq miles has been covered so far.

Industrial Management Pool

*799. **Shri Hem Raj:**
Shri Harish Chandra Mathur:
Sardar Iqbal Singh:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that applications for Industrial Management Pool were invited in March, 1957;

(b) if so, the number of applications received;

(c) whether it is also a fact that though the interviews of these candidates were held by the Union Public Service Commission from June to September, 1958 the results have not been declared so far;

(d) if so, the causes of the delay;

(e) by what time the results will be declared;

(f) out of the selected candidates how many will be absorbed and how many will remain on the waiting list; and

(g) by what time will these appointments be made?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) 18,971.

(c) to (e). The results were announced on the 26th February, 1959.

(f) and (g). This will depend on the demands made by the participating Ministries for officers selected for the Pool. It is expected that about 76 officers will be offered appointments very shortly.

Gauhati Refinery

*800. **Shrimati Manjula Devi:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 136, on the 12th February, 1959 and state what were the considerations on the basis of which the Rumanian Expert assisted Committee had recommended Kokrajhar as the best site for the oil refinery in Assam?

The Minister of Mines and Oil (Shri K. D. Malaviya): Of the six sites considered by the Committee Kokrajhar was the second choice based mainly on technical considerations.

Expenditure in Public Sector Undertakings

*801. **Shri Rajendra Singh:**
Shri Radha Raman:
Shri Rameshwar Tantia:
Shri Ram Krishan:
Shri Mohan Swarup:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Government have formulated proposals to apply stricter control on expenditure of undertakings in public sector;

(b) if so, the broad details of the same; and

(c) what prospects of savings are held out by these proposals?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). The extent of control which Government exercises over the expenditure of autonomous undertakings in the public sector is generally laid down in the relevant Articles of Association of the undertaking concerned, if it is a company, or the relevant Act and rules in the case of a statutory body. In the case of departmentally-run undertakings, the normal controls applicable to Government Departments are exercised. The safeguards normally included in the constitutions of autonomous State undertakings and major procedural instructions issued by the Finance Ministry in this regard from time to time are contained in the Statement laid on the Table of the House. [See Appendix II, annexure No. 100.] As these instructions have been issued within the frame-work of the constitutions of the undertakings, which are autonomous they cannot be regarded as aiming at a stricter control of the expenditure of the undertakings.

(c) As the instructions are calculated to secure the financial efficiency of the undertakings generally, no precise calculation can be made of the savings that would result from their application

Visit of Soviet Experts

*802. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri R. C. Majhi:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 176 on the 24th November, 1958 and state:

(a) whether the Soviet Experts who visited Ranchi and other places in the country to investigate and advise about location of Central Workshop, Under-

ground Mines, Coal Washing Plant etc., have submitted any preliminary report; and

(b) if so, what are the main recommendations?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No.

(b) Does not arise.

Indo-Stanvac Petroleum Project

*808. **Shri Ram Krishan:**
Shri Agadi:
Shri Siddananjappa:
Shrimati Ila Palchoudhuri:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 834 on the 10th December, 1958 and state:

(a) whether drilling at Chakdaha and Ghatal under the Indo-Stanvac Petroleum Project has since been commenced; and

(b) if not, the reasons therefor?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Drilling at Majirgram, 11 miles east-north-east of Chakdaha and 9 miles southeast of Ranaghat, started on 14th January, 1959.

Since the Indo-Stanvac Petroleum Project has only one rig, the drilling at Ghatal and other places has to wait till the rig is free.

Steel Production

*804. **Shri Osman Ali Khan:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) what will be the production of steel in the country by the end of 1959; and

(b) how far this would meet the requirements of the country?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). By the end of 1959, we would have a capacity of about 2·6 million tons of saleable steel per year. Actual production may however vary. This, and the imports we are arranging, will enable us to meet the more essential demands.

उत्तर भारत के विश्वविद्यालयों में दक्षिण भारतीय भाषायें

*८०५. **श्री भक्त दर्शन :** क्या शिक्षा मंत्री १५ दिसम्बर, १९५८ के अतारांकित प्रश्न संख्या १४८९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि उत्तर भारत के विश्वविद्यालयों में दक्षिण भारतीय भाषाओं के अध्ययन की व्यवस्था करने के सिलसिले में इस बीच और क्या प्रगति हुई है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : मांगी गयी सूचना का विवरण सभा पटल पर रख दिया गया है । [देखिये परिशिष्ट २, अनुबन्ध संख्या १०१]

Retired Officials joining Private Firms

*806. **Shri Harish Chandra Mathur:**
Shri Ram Krishan:

Will the Minister of **Home Affairs** be pleased to lay a statement showing:

(a) the number of Government servants who sought permission to join private business concerns after their retirement during each of the years 1956-57, 1957-58 and 1958-59 so far;

(b) number of cases in which permission was refused; and

(c) how many of these officers who sought permission are of the rank and status of Deputy Secretary and above?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The information will be collected and laid on the Table of the House as soon as possible.

Indian Banks in Malaya

*807. { Shri Raghunath Singh: Shri A. M. Tariq:

Will the Minister of Finance be pleased to state whether Malaya's new Banking Ordinance, which restricts activity of foreign banks, is affecting the business of Indian Banks there?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): It is presumed that the reference is to those provisions of the Banking Ordinance, 1958, of the Malayan Federation which enable the Government of that Federation to refuse a licence to a State-owned or State-controlled foreign bank. These provisions are not applicable to the case of any Indian bank now operating in Malaya; and there is no reason to believe that the business of these banks in that country has been affected adversely to any extent

Museum at Konarak

*808. **Shri Panigrahi:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether Government propose to construct a Museum at Konarak in Orissa, and

(b) what will be the estimated expenditure for setting up the proposed Museum at Konarak?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) The estimates have not yet been worked out

Administrative Report on Scheduled Areas

*809. { Shri Siddiah: Shri R. C. Majhi: Shri Subodh Hansda:

Will the Minister of Home Affairs be pleased to state:

(a) whether the Governors of States have submitted the Administrative Report of the Scheduled Areas for the years 1956, 1957 and 1958;

(b) if so, when; and

(c) if not, the reasons therefor?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) The Reports for the year 1956 have been received from the Governors of all States which have Scheduled Areas. The Reports for 1957 have been received from the Governors of Punjab and Rajasthan. No reports from the year 1958 have so far been received.

(b) The information is contained in the statement laid on the Table. [See Appendix II, annexure No. 102]

(c) The reports which are still outstanding are under compilation by State Governments

Test Cricket Teams

*810. { Shri A. K. Gopalan: Shri Kodiyan: Shri Kamalnayan Bajaj:

Will the Minister of Education be pleased to state:

(a) whether Government are aware of the public criticism on the methods adopted by the concerned authorities in the selection of Test Cricket Teams; and

(b) if so, whether Government have taken any action in the matter?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The working of the different Sports Organisations will come under the scrutiny of the All India Council of Sports which is being reconstituted. Whatever remedial measures are practicable will be taken on the advice of that body.

Production of Ferro-alloys and Direct Castings

*811. **Shri V. P. Nayar:** Will the Minister of Steel, Mines and Fuel be pleased to refer to page 123 of the

"Journal of Industry and Trade", January 1959 and state:

(a) the reason why the production of ferro-alloys and direct castings are on the decline since 1954, and

(b) whether Government contemplate taking any steps to improve the position with respect to the production of these?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b) A Statement is laid on the Table of the House [See Appendix II, annexure No 103]

Mysore-Bombay Border Dispute

*812. **Shri N. R. Munisamy:** Will the Minister of Home Affairs be pleased to state the latest position regarding the border disputes between Mysore and Bombay?

The Minister of Home Affairs (Shri G. B. Pant): The matter was discussed at the last meeting of the Western Zonal Council held on 28th December, 1958 The Chief Minister of Mysore has now made some proposals on the subject which have been forwarded to the Chief Minister of Bombay The two Chief Ministers are being consulted about further discussion of the proposals made by them

Training of Naval Personnel Abroad

*813. **Shri Siddananjappa:** Will the Minister of Defence be pleased to state

(a) whether Naval personnel are still being sent abroad for getting training,

(b) if so, the courses for which they are sent, and

(c) what steps Government are taking to make the Indian Navy completely self-sufficient in the training of officers and men?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) Yes, Sir

(b) Officers are being deputed abroad for training in Naval Courses in connection with commissioning of new ships and highly technical courses for which facilities are not available in India

(c) Every effort is being made to achieve self-sufficiency in training. For this purpose, officers are being trained as instructors here and abroad and also training equipment is being procured

Engineering Colleges

*814 **Shri Ram Krishan:**
Pandit D. N. Tiwary:
Shri T. B Vittal Rao:
Shri Bhakt Darshan:
Shri Hem Raj:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 612 on the 5th December, 1958 and state

(a) whether the scheme for the establishment of eight Centrally sponsored engineering colleges has since been considered and finalised, and

(b) if so, the details thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir, and the State Governments concerned have been informed

(b) The detailed estimates of costs etc are being worked out but the main features of the scheme are that the Central Government will meet the entire approved cost of college buildings and equipment and 50 per cent of the approved recurring expenditure for the first five years The Central Government will also provide the entire approved cost for hostels as interest free loans and for staff quarters 50 per cent of the approved cost as grants-in-aid and the balance as loans at the current rates of interest. Excepting the College at Srinagar, which will have an annual admission capacity of 120 students, the other colleges will have an annual admission capacity of 250 students Admission to all the colleges will be made on an all-India basis.

तेल का सर्वेक्षण

*८१५. श्री अक्त दर्शन : क्या इस्पात खान और ईंधन मंत्री ५ दिसम्बर, १९५८ के अतारांकित प्रश्न संख्या १०३६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि उत्तर प्रदेश में हिमालय की तलहटी में तेल सर्वेक्षण का जो कार्य चल रहा था उस के सिलसिले में इस बीच और क्या प्रगति हुई है ?

खान और तेल मंत्री (श्री के० डे० मालवीय) : इस क्षेत्र में हरिद्वार और नाहन राज्य के बीच तथा काठगोदाम और नैपाल सीमान्त (Border) के बीच भूगर्भीय मानचित्रकारी (Geological mapping) तथा ट्राविसग (Traversing) का काम आगे जारी है।

Promotion from State Services to All India Services

*816. **Shri Harish Chandra Mathur:** Will the Minister of **Home Affairs** be pleased to state:

(a) what procedure is followed in *selecting State Service personnel for* promotion to the All India Services; and

(b) whether different procedures are adopted for different States and also from year to year?

The Minister of Home Affairs (Shri G. B. Pant): (a) Selections are made in accordance with the provisions of Indian Administrative Service (Appointment by Promotion) Regulations, 1955, Indian Administrative Service (Appointment by Selection) Regulations, 1955, and Indian Police Service (Appointment by Promotion) Regulations, 1955.

(b) No.

Untouchability

*817. **Shri Siddiah:** Will the Minister of **Home Affairs** be pleased to state:

(a) the names of the States and Union Territories that have agreed to maintain lists of villages where untouchability is practised;

(b) whether they have sent the lists; and

(c) if so, whether a copy of the same will be laid on the Table?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) The following State Governments/Union Territories are maintaining such lists:—

Andhra Pradesh, Bihar, Madhya Pradesh, Madras, Mysore, Orissa, Punjab, Rajasthan, Himachal Pradesh.

(b) No.

(c) Does not arise.

Import of Kerosene Oil

*818. { **Shri Panigrahi:** / **Shri D. C. Sharma:**

Will the Minister of **Steel, Mines and Fuel** be pleased to refer to the reply given to Short Notice Question No. 1 on the 10th February, 1959 and lay a statement showing:

(a) the amount of special additional allotment of foreign exchange that has been made available to the Oil Companies country-wise for importing Kerosene Oil;

(b) whether the Oil Companies have arranged for the additional import of Kerosene against this additional allocation;

(c) if so, the amount of additional Kerosene Oil actually imported by the Oil Companies (company-wise) to meet the crisis;

(d) what increase has been effected in the off-take from the stocks that are already in the country and how the off-take has been distributed among different States;

(e) whether Government have already made any probe as to why the market prices were increased;

(f) whether the various State Governments including Orissa have reported fall in the prices of Kerosene Oil after the recent measures adopted for easing the situation; and

(g) the price of Kerosene Oil per seer now being sold in the open market in Orissa?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (g). A statement giving the information as far as readily available is placed on the Table of the House [*See* Appendix II, annexure No 104].

Trade of Tripura

*819. **Shri Raghunath Singh**: Will the Minister of **Home Affairs** be pleased to state whether it is a fact that the trade of Tripura and import and export of the articles of daily use has been affected on account of the border policy of Pakistan and the people of the State are hard hit at present, regarding the daily necessities of life?

The Minister of Home Affairs (Shri G B. Pant): Trade of Tripura and import and export of the articles of daily use has been affected to some extent on account of the difficulties created by the Pakistan authorities in the transport of goods through East Pakistan In so far as the border trade is concerned, its volume has not been significant. Since Pakistan embarked on its 'close door' policy last year, this trade has come to a stop, resulting in some rise in prices of fish, poultry, and vegetables in the border areas of Tripura. This has, however, not affected the whole Territory

Delhi Cottage Industries Emporium

*820. **Shri Rajendra Singh** Will the Minister of **Home Affairs** be pleased to state·

(a) whether it is a fact that Government have received complaints about defalcation of several thousand rupees in Cottage Industries Emporium managed by the Delhi Cooperative Department;

(b) if so, whether any investigation was made; and

(c) if so, the results of the finding?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Yes.

(c) The cases are *sub judice*.

Primary Schools in Delhi

1114. **Shri Ram Krishan**: Will the Minister of **Education** be pleased to state

(a) the number of primary schools in Delhi getting Government aid at present, and

(b) the amount of aid given to each of them during 1958-59 so far?

The Minister of Education (Dr. K. L Shrimali)· (a) Private Primary schools in Delhi do not receive any aid directly from the Government. The grants are paid by the Local Bodies partly from their own resources and partly from the Government aid given to them for primary education

(b) Does not arise

Primary Schools in Himachal Pradesh

1115. **Shri Ram Krishan**: Will the Minister of **Education** be pleased to state·

(a) the number of primary schools in Himachal Pradesh getting Government aid at present, and

(b) the total amount of aid given to each of them during 1958-59 so far?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The information is being collected and will be laid on the Table of the Lok Sabha in due course.

High and Higher Secondary Schools in Delhi

1116. Shri Ram Krishan: Will the Minister of Education be pleased to state:

(a) the number of High and Higher Secondary Schools in Delhi getting Government aid at present; and

(b) the total amount of aid given to each of them during 1958-59?

The Minister of Education (Dr. K. L. Shrimali): (a) 86.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix II, annexure No. 105].

Steel Re-Rolling Mills

1117. Shri Ram Krishan: Will the Minister of Steel, Mines and Fuel be pleased to state the location of each of the steel re-rolling mills set up during 1958-59?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): No new steel re-rolling mills have been set up in any State during the year 1958-59. But licences have been issued for one new unit each in Assam, Andhra Pradesh and Bihar.

Corruption

1118. Shri Ram Krishan:
Shri Daljit Singh:

Will the Minister of Home Affairs be pleased to state:

(a) the total number of corruption cases registered in 1958-59 against Government Officials in the Union Territories;

(b) the machinery set up to deal with such cases;

(c) the number of officials convicted in Himachal Pradesh; and

(d) the number of cases still under investigation there?

The Minister of Home Affairs (Shri G. B. Pant): (a) 108 (from 1.2.58 to 31-1-59).

(b) Superintendent of Police Anti-corruption Department Delhi. Administrative Vigilance Division and the Special Judge at Manipur. State CID and Vigilance Officers in various Departments in Himachal Pradesh. Vigilance Officers in other Union Territories.

(c) None.

(d) Nine.

Bonus on Life Insurance Policies

1119. Shri Ram Krishan:
Shri Kodiyan:
Shri Punnoose:
Shri V P. Nayar:
Shri Anirudh Sinha:

Will the Minister of Finance be pleased to state the total amount of bonus declared by the Life Insurance Corporation on with-profit policies?

The Minister of Finance (Shri Morarji Desai): The Life Insurance Corporation has not yet declared any bonus on with-profit policies.

Multi-purpose Schools in Punjab

1120. Shri Ram Krishan:
Shri D. C. Sharma:

Will the Minister of Education be pleased to state:

(a) the total number of multi-purpose schools at present in the Punjab State (District-wise); and

(b) total number of schools to be opened during 1959-60 (District-wise) and the amount of assistance sanctioned by the Government of India for the purpose?

The Minister of Education (Dr. K. L. Shrimali): (a) 138. District-wise information is being collected from the State Government and will be laid on the Table of the House in due course.

(b) The number of schools to be opened during 1959-60 has not yet

been fixed by the Punjab Government. The Government of India propose to sanction a sum of Rs. 24 lakhs as Central assistance for this purpose at the rate of 60 per cent. of the sum of Rs. 40 lakhs provided by the State Government in their educational development plan for 1959-60 for the scheme of multi-purpose schools.

Foreign Investments in India

1121. **Shri Ram Krishan:** Will the Minister of Finance be pleased to state the total amount of foreign investments in India during 1957 and 1958?

The Minister of Finance (Shri Morarji Desai): The available information is given in the statement laid on the Table and relates to the allotments of shares to non-residents in Indian Joint Stock Companies during the years. [See Appendix II, annexure No. 106]. The figures for the year 1958 are incomplete Full information which will give a complete picture of the investments received from abroad during the two years is not yet available.

Promotion of Clerks in Ordnance Factories

1122. **Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) the total number of Lower Division Clerks promoted to Upper Division Clerks in Ordnance Factories during 1957-58; and

(b) the number of those who are likely to be promoted during 1959-60?

The Minister of Defence (Shri Krishna Menon): (a) 66.

(b) 52.

Promotion of Checkers in Ordnance Factories

1123. **Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) the number of checkers in Ordnance Factories promoted to lower division clerks during 1957-58; and

(b) the number to be promoted in 1959-60?

The Minister of Defence (Shri Krishna Menon): (a) 13.

(b) The number is likely to be 61.

Regularisation of Casual Employees

1124. **Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) the number of casual employees on the 1st January, 1959 made regular and temporary in the Army Stores Corps and Army Supply Depots; and

(b) what percentage of them are likely to be made permanent?

The Minister of Defence (Shri Krishna Menon): (a) 1311.

(b) It is not possible to indicate any definite figure. The matter is under continual review.

Indian Cultural Centre in Eastern Asia

1125. **Shri D. C. Sharma:** Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No 503 on the 28th November, 1958 and state the progress made in the opening of an Indian Cultural Centre in Eastern Asia?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The proposal has since been deferred

Electric Crematorium in Delhi

1126. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No 494 on the 22nd December, 1958 and state at what stage the proposal stands at present regarding the construction of an electric crematorium in Delhi?

The Minister of Home Affairs (Shri G. B. Pant): The Delhi Advisory Committee was consulted at its meeting held on the 23rd February, 1959, about the proposal. The Committee expressed itself in favour of the construction of such a crematorium on a plot of land immediately south of the Railway bridge, to the east of the Bela Road on the banks of the river Yamuna.

Welfare Extension Projects in Punjab

1127. Shri D. C. Sharma: Will the Minister of **Education** be pleased to state:

(a) the number of integrated Welfare Extension Projects of the Central Social Welfare Board located in Punjab; and

(b) the names of places where they are located?

The Minister of Education (Dr. K. L. Shrimali): (a) One.

(b) Palampur, District Kangra.

Technical Education in Punjab

1128. Shri D C. Sharma: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state·

(a) the total amount of grant sanctioned for expansion of technical education in Punjab during the years 1957-58 and 1958-59; and

(b) the institutions to which grants were given?

The Deputy Minister of Scientific Research and Cultural Affairs (Shri M. M. Das): (a)

1957-58	Rs 9,63,917.
1958-59	Rs. 20,75,000 upto 24-2-1959. A further amount of Rs. 11,09,700 is proposed to be sanctioned during the current year.

(b)

1. Guru Nanak Engineering College, Ludhiana.
2. Thapar Institute of Engineering and Technology, Patiala.
3. Tarakaran S. D. Technical Institute, Baijnath.
4. Ramgarhia Polytechnic, Phagwara.
5. Punjab Engineering College, Chandigarh.
6. Central Polytechnic, Chandigarh
7. Government Polytechnic, Ambala.
8. Punjab Polytechnic, Nilokheri.
9. University of Punjab, Chandigarh.

Cantonment at Gurdaspur

1129. Shri D. C. Sharma: Will the Minister of **Defence** be pleased to state:

(a) whether there is any proposal to establish a cantonment at Gurdaspur;

(b) whether any scheme has been drawn for this purpose;

(c) the details of this scheme; and

(d) the progress made so far in this regard?

The Minister of Defence (Shri Krishna Menon): (a) to (d) It is not always in public interest to disclose information on plans, if any, in regard to military establishments of this character

Opium

1130. Shri Ram Krishan: Will the Minister of **Finance** be pleased to state the names of the States which have decided to prohibit the sale and consumption of opium so far?

The Minister of Finance (Shri Morarji Desai): In the States of Assam, Andhra Pradesh (excluding Telengana area), Bombay, Madras, Kerala (Prohibition area), and Mysore (Prohibition area) sale and consumption of opium for non-medical purposes have already been prohibited. The remaining States have decided to act likewise from 1st April, 1959.

Aundha Nagnath Temple, Aundha

1131 Shri Pangarkar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) the amount spent for the maintenance of Aundha Nagnath Temple, Aundha during 1958-59, and

(b) the amount proposed to be spent for the maintenance of the above temple during 1959-60?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M Das) (a) Rs 202 00 (Upto the end of December, 1958)

(b) This will depend on the funds to be voted by Parliament

Engineering College, Warangal

1132. Shri E. Madhusudan Rao: Will the Minister of Scientific Research and Cultural Affairs be pleased to state whether Government have sanctioned an 'on account' grant of Rs 15 lakhs during 1959-60, to the Andhra Pradesh Government for the running of the proposed Engineering College at Warangal?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. Mi M Das): No, Sir

Excavations in Punjab

1133 Shri Daljit Singh Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) whether any excavations were carried out recently in the districts of Hoshiarpur, Kangra and Amritsar of Punjab State, and

(b) if so, the results thereof?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M Das) (a) No excavations were carried out in recent years by the Union Department of Archaeology

(b) Does not arise

Commissioner for Scheduled Castes and Scheduled Tribes

1134. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No 1577 on the 24th September, 1958 and state:

(a) whether the Commissioner for Scheduled Castes and Scheduled Tribes is a member of the Managing Committee of any of the non-official organisations of an all India character to whom grants are given by the Central Government for the removal of untouchability and welfare of Scheduled Castes and Scheduled Tribes, and

(b) if so how many meetings of each of the Managing Committees were attended by him in the years 1957 58 and 1958-59 so far?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes Sir, the Commissioner for Scheduled Castes and Scheduled Tribes has been nominated as Government representative on the Managing Committees of all the non official organisations of all India character receiving direct Central grants except those to whom grants are given through the State Governments as required under Article 275(1) of the Constitution and which as such are subject to the control & supervision by the respective State Governments

(b) A statement is laid on the Table of the House [*See* Appendix II, annexure No 107]

Discretionary Funds of Ministries

1135 Shri Siddiah: Will the Minister of **Finance** be pleased to state the amount granted to each of the institutions and individuals and the purpose for which it was granted in Mysore and Madras States from the discretionary funds of various Ministries of the Government of India during the last five years?

The Minister of Finance (Shri Morarji Desai): A statement showing

the total amounts sanctioned from the discretionary funds of the various Ministries of the Government of India is laid on the Table of the House. The names of the grantees have not been given as disclosure of the information is likely to cause embarrassment to the grantees. [See Appendix II, annexure No 108].

Carrying of Night Soil

1136. **Shri Panigrahi:** Will the Minister of Home Affairs be pleased to state:

(a) whether the Central Government sent any instruction to the Orissa Government for prohibiting carrying of night soil on head by the scavengers engaged in Municipal towns;

(b) whether the Central Government gave any financial assistance in this respect; and

(c) if so, how much and the names of the Municipal Councils to which this assistance has been rendered and in which year?.

The Deputy Minister of Home Affairs (Shrimati Alva): (a) The Government of India have recommended to the Government of Orissa and other State Governments that as a first step to make the work of the scavengers consistent with human dignity, wheel barrows or hand carts, could be supplied to each sweeper employed by Municipalities and other local bodies on scavenging work, so that the practice of carrying night soil in baskets or buckets might be eliminated altogether.

(b) and (c). A sum of Rs. 39,000 was sanctioned to the Municipalities/local bodies through the Government of Orissa for the purchase of hand carts/wheel barrows during the year 1957-58. A statement showing the names of local bodies to whom the amount has been distributed, is laid on the Table of the House. [See Appendix II, annexure No. 109].

Steel Production

1137. **Shri Morarka:** Will the Minister of Steel, Mines and Fuel be pleased to lay on the Table a statement showing the estimated quantities of steel, category-wise which would be available from Rourkela, Bhilai and Durgapur Steel Works for Government and Private Projects separately?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): When in full production the three plants will produce:

	Rourkela	
(i)	Plates—3/16" and above	200,000 tons
(ii)	Sheets and strips (hot rolled)	300,000 tons
(iii)	Sheets and strips (cold rolled)	170,000 tons
(iv)	Tin plates . .	50,000 tons
	Bhilai	
(i)	Rails, standard gauge	100,000 tons
(ii)	Rails, narrow gauge	10,000 tons
(iii)	Railway sleeper bars	9,000 tons
(iv)	Standard and broad-flanged beams, channels, angles and other light and heavy structural sections (beams with section height upto 24")	284,000 tons
(v)	Rounds froms 7/8" to 3" dia. and squares with sides from 7/8" to 3"	121,000 tons
(vi)	Flats from 2" to 5" wide	15,000 tons
(vii)	Billets for re-rolling at outside rolling mills from 2" X2" to 3"X3" cross-section	150,000 tons
	Durgapur	
(i)	Heavy forging blooms	10,000 tons
(ii)	Merchant sections	240,000 tons
(iii)	Forging billets .	60,000 tons
(iv)	Sleeper bars . .	60,000 tons
(v)	Light sections	200.000 tons

(vi)	Forging blooms	30,000 tons
(vii)	Wheels and Axles	50,000 tons
(viii)	Billets for sale	150,000 tons
	Total	800,000 tons

2. All available steel, from the producers in the country and from imports, is taken together for distribution. No quotas are reserved from any one project for either Government or Private projects. Generally rails, sleepers, wheels and axles will all go to the railways, billets to the re-rolling industry and tin plates to the metal containers industry.

Coal Allotments to Rajasthan

1138. **Shri Onkar Lal:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the total quantity of coal allotted to Rajasthan State in 1958 under different categories; and

(b) the actual quantity supplied under each category during the same period?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The information is being collected and will be placed on the Table of the House as soon as it is available.

Working Girls Hostel in New Delhi

1139. **Shri Keshava:** Will the Minister of Home Affairs be pleased to state:

(a) whether working girls hostel is being run in New Delhi;

(b) what is the capacity of this hostel; and

(c) how many are provided accommodation therein?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) There is a working girls hostel on Curzon Road, New Delhi

(b) 258.

(c) 245.

Exploration of Base Metals

1140. **Shri Ram Krishan:**
Shri Bishwanath Roy:
Shri Siddananjappa:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that Government propose to set up a special unit in the Geological Survey of India to intensify the exploration work in respect of base metals such as copper, zinc, aluminium etc.; and

(b) if so, at what stage this scheme is?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Yes, Sir. With a view to intensify and accelerate the search for base metals in this country, a Base Metals Wing has been set up in the Geological Survey of India. A senior officer of the Geological Survey of India has been placed as overall incharge of this Unit. He is working out the organisational and other details on a priority basis. The Unit is expected to start intensive operations very shortly.

National Book Trust

1141. **Shri Ram Krishan:**
Shri D. C. Sharma:
Shri Siddananjappa:

Will the Minister of Education be pleased to state:

(a) the progress made so far by the National Book Trust; and

(b) the plan of work for 1959-60?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the Table of the House. [See Appendix II, annexure No. 110]

Coal Export

1142. **Shri Ram Krishan:** Will the Minister of Steel, Mines and Fuel be pleased to state the steps recently taken to promote coal export?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): The following steps have recently been taken to promote exports of coal:

(1) An additional quantity of 0:2 million tons of metallurgical coal during 1958 and 0:5 million tons in each of the three years commencing from 1959 has been earmarked for export.

(2) The system of verification by the Coal Controller of the F.O.B prices of coal for export has been suspended temporarily. This was done to provide some flexibility in the prices offered by the exporters, so that they could successfully stand up to international competition.

Exploration of Oil in Jammu

1143. **Shri Ram Krishan:**
Shri Raghunath Singh:
Shri Bishwanath Roy:
Shri R. S. Tiwari:
Shrimati Ila Palchondhuri:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the progress made so far in undertaking survey in the possible oil bearing regions in Jammu province;

(b) whether there is any indication of oil; and

(c) if so, the nature of the work done or to be done for drilling oil?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) One field party is mapping the Mustgarh anticline in Eastern Jammu.

(b) Some oil and gas seepages were examined during the last field season in the Jammu area.

(c) As considerable additional surveys will be required, drilling in the immediate future is not contemplated.

Overstay of Pakistanis in India

1144. **Pandit D. N. Tiwary:**
Shri Raghunath Singh:
Shri Amar:

Will the Minister of Home Affairs be pleased to state:

(a) whether the cases of overstaying and unauthorised entry by the Pakistani Nationals have greatly increased in recent months;

(b) whether a large number of such persons are suspected of espionage; and

(c) number of persons dealt with for these offences in recent months?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). The information is being collected and will be laid on the Table of the House, when it is available.

Rank Pay to Employees in Survey of India

1145. **Shri S. M. Banerjee:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total number of employees on the pay roll as on the 1st January, 1959, who are given rank pays in the Survey of India;

(b) number of tindal, mates and Daffadars who are in receipt of rank pays separately;

(c) the number drawing the maximum of the rank pay; and

(d) the number thereof likely to be promoted to the rank of Jamadar or Daftary in 1959?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 379

(b) Tindals 79

Mates 225

Daffadars 54

(c) Nil.

(d) 10.

Class IV Employees in Survey of India

1146. **Shri S. M. Banerjee:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total number of Class IV employees in the Survey of India who have reached the maximum of their pay scale of Rs. 30-½-35;

(b) whether there exists any avenue of promotion for the said categories; and

(c) if so, number of said employees likely to be promoted in 1959?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 614.

(b) Yes, Sir.

(c) 25.

Employees of the Survey of India

1147. **Shri S. M. Banerjee:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total number of employees brought on to regular establishment from contingency establishment from the 1st January, 1950 to the 1st January, 1959, in the Survey of India;

(b) the number thereof not made permanent because of age restrictions, and

(c) if so, whether any step is being taken to relax this restriction for the present incumbents?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 730.

(b) 2.

(c) No, Sir.

Contingency Paid Employees of Survey of India

1148. **Shri S. M. Banerjee:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total number of contingency paid employees in the Survey of India on 1st January, 1959;

(b) the number who have completed more than three years of service;

(c) whether there are employees who have completed more than five to ten years of service;

(d) if so, the number of such employees; and

(e) steps taken to regularise their services?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M Das): (a) 2969.

(b) 1436.

(c) Yes, Sir.

(d) 534

(e) As and when vacancies occur these employees are appointed to the regular establishment in the order of seniority-*cum*-fitness.

Class IV Employees of Survey of India

1149. **Shri S. M. Banerjee:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total number of regular Class IV employees in the Survey of India on 1st January, 1959;

(b) number engaged in field parties and static offices separately; and

(c) number engaged in industrial sections?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 1,782.

(b) Field Parties 942

Static Offices 564

(c) 276.

माध्यमिक स्तर पर तीन भाषाओं का अनिवार्य रूप से पढ़ाया जाना

११५०. { श्री भक्त दर्शन :
श्री न० रा० मुनिस्वामी :
श्री वी० चं० शर्मा :

क्या शिक्षा मंत्री १५ दिसम्बर, १९५८ के अतारांकित प्रश्न संख्या १४७३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) माध्यमिक स्तर पर तीन भाषाओं की अनिवार्य शिक्षा की जो योजना थी, शेष राज्यों व संघ राज्य-क्षेत्रों में उस के कार्यान्वित के बारे में और क्या प्रगति हुई है; और

(ख) इस कार्य में भारत सरकार राज्यों की सरकारों को क्या सहायता दे रही है या देने वाली है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : (क) और (ख) विवरण सभा पटल पर रख दिया गया है ।

विवरण

(क) (i) आन्ध्र प्रदेश सरकार ने सूचित किया है कि वर्तमान भाषा योजना के अनुसार आंध्र क्षेत्र मे माध्यमिक स्कूल के छात्र जो पहली भाषा पढ़ेंगे वह प्रादेशिक भाषा अथवा उनकी मातृ भाषा होगी । इस के दो भाग है, जिन में से पहले भाग का अध्ययन अनिवार्य होगा और दूसरे भाग के अधीन छात्रों को छूट होगी कि वे पहले भाग के अधीन पढ़ी हुई प्रादेशिक भाषा या मातृ भाषा अथवा कोई एक प्राचीन या अन्य भारतीय भाषा चुन ले । दूसरी भाषा अंग्रेजी है, और सभी छात्रों के लिये इस का अध्ययन अनिवार्य है ; तीसरी भाषा हिन्दी है और सभी छात्रों के लिये इस का भी अध्ययन अनिवार्य है ।

तेलगाना क्षेत्र में छात्रों को नीचे लिखी भाषायें पढ़नी होंगी :—

१. पहली भाषा (मातृ भाषा) अर्थात् तेलुगु, मराठी, कन्नड़, तामिल, गुजराती, हिन्दी और उर्दू ।

२. दूसरी भाषा : हिन्दी या प्रादेशिक भाषाओं में से एक (जिन की मातृ भाषा हिन्दी या उर्दू है उन के लिये तेलुगु, मराठी और कन्नड़) ।

३. अंग्रेजी ।

(ii) पंजाब सरकार ने भी त्रिभाषीय फार्मूला मान लिया है ।

(iii) हिमाचल प्रदेश, अंडमान और निकोबार द्वीप समूह तथा मणिपुर के संघीय क्षेत्रों की स्थिति में कोई बदलाव नहीं हुआ है । अभी उन के अन्तिम उत्तरों की प्रतीक्षा है ।

(ख) त्रिभाषीय फार्मूला कार्यान्वित करने के लिये राज्य सरकारो को न कोई आर्थिक सहायता दी जा रही है और न ही ऐसा कोई प्रस्ताव है ।

चतुर्थ श्रेणी के कर्मचारियों की पदोन्नति

११५१. श्री भक्त दर्शन : क्या गृह-कार्य मंत्री १६ दिसम्बर, १९५४ के तारांकित प्रश्न संख्या १२१९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) भारत सरकार के चौथी श्रेणी के जो कर्मचारी शिक्षा सम्बन्धी योग्यता प्राप्त कर लेते हैं, उन को पदोन्नत देकर लिपिक के पद पर नियुक्त करने को सुविधायें देने का जो प्रश्न विचाराधीन था क्या उसके बारे में इस बीच कोई निर्णय कर लिया गया है; और

(ख) यदि हां, तो क्या उन नई सुविधाओं का विवरण सभा-पटल पर रखा जायेगा ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) जी हां।

(ख) एक विवरण सभा पटल पर रख दिया गया है।

विवरण

चतुर्थ श्रेणी के जो कर्मचारी लोअर डिवीजन क्लर्क के पद पर भर्ती के लिये शिक्षा सम्बन्धी निश्चित योग्यता हासिल कर लेते हैं उन को एम्प्लायमेंट एक्सचेंज में अपना नाम दर्ज कराने के लिये "नो आबजैक्शन" सर्टिफिकेट दे दिया जाता है ताकि वे "प्राथमिकता" (Priority) के आधार पर लोअर डिवीजन क्लर्क के पदों पर नौकरी प्राप्त कर सकें। इस के अलावा, वे जिन महकमों में काम कर रहे हैं, उन में एम्प्लायमेंट एक्सचेंज द्वारा भेजे गये लोगों के साथ साथ उन की नियुक्ति के बारे में भी विचार किया जा सकता है, चाहे उन को एक्सचेंज द्वारा न भी भेजा गया हो और यदि एक्सचेंज द्वारा भेजे गये लोगों से वे अधिक योग्य हों तो उन्हें नियुक्त किया जा सकता है।

Foreign Exchange for Communist Delegation to Moscow

1152. { **Shri Vidya Charan Shukla:** / **Shri Kistaiya:**

Will the Minister of Finance be pleased to state:

(a) the total foreign exchange that was given to the Seven-man Delegation of the Communist Party of India, headed by Shri E M. S. Namboodripad, Chief Minister of Kerala which went to Moscow to participate in the Congress of the Soviet Communist Party; and

(b) the priority head under which this allotment was made?

The Minister of Finance (Shri Morarji Desai): (a). No foreign exchange was released to any member of this delegation. In fact, none of the member of the Delegation approached either the Reserve Bank of India or Government for exchange.

(b) The question does not arise.

Rourkela Plant

1153. { **Shri Sadhan Gupta:** / **Shri Mahanty:**

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether skilled technicians at Rourkela had submitted a memorandum to the Central Government regarding fixation of pay scales and conditions of service, and provision of accommodation for married and unmarried persons and complaining about anomalies; and

(b) if so, the action thereon?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The skilled technicians of the Rourkela Steel Project submitted a memorandum to the Central Government on 8-12-1958. Their grievances related to fixation of scales of pay and individual salaries in the scales, grant of suitable accommodation for married and unmarried persons and the finalisation of the terms and conditions of their service.

The Hindustan Steel (P) Ltd., who have employed these technicians, have fixed the scales of pay. Necessary action to fix individual salaries in the scales is being taken

Residential accommodation on the basis of one two-roomed quarter for two trainees has been provided provisionally pending availability of more accommodation. Action is being taken to finalise the regular terms and conditions of service of all employees of the Hindustan Steel (P) Ltd. including the skilled technicians.

Houses for Scheduled Castes in Uttar Pradesh

1154. **Shri Ram Garib:** Will the Minister of Home Affairs be pleased to state:

(a) the amount of money allotted to the U.P. State for the construction of residential accommodation for Scheduled Castes and ex-criminal tribes during 1958-59; and

(b) whether any amount has also been allotted to any other community in U.P. for residential accommodation?

The Deputy Minister of Home Affairs (Shrimati Alva): (a). A sum of Rs. 8·75 lakhs for Scheduled Castes and Rs. 0·20 lakhs for Denotified Tribes has been allotted for the construction of residential accommodation

(b) A sum of Rs 0·25 lakhs has been allotted for the residential accommodation for other Backward Classes.

Steel Re-rolling Mills

1155. **Shri Ram Garib:** Will the Minister of Steel, Mines and Fuel be pleased to state.

(a) the number of steel re-rolling mills which are working throughout India;

(b) the State-wise break up, and

(c) the amount given to each as a loan or grant for the development of the small scale industries?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) 160

(b)

Bihar	—	3
Bombay	—	18
Delhi	—	7
Madras	—	3
Madhya Pradesh	—	5
Orissa	—	1
Punjab	—	64
Rajasthan	—	6
Uttar Pradesh	—	24
West Bengal	—	29

(c) No loans or grants are given by the Ministry of Steel, Mines and Fuel.

राष्ट्रीय पुस्तकालय के लिये जापानी पुस्तकें

११५६. **श्री नवल प्रभाकर :** क्या वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जापान सरकार ने राष्ट्रीय पुस्तकालय को कुछ पुस्तकें भेंट की हैं;

(ख) यदि हां, तो वे किन विषयों पर हैं ;

(ग) कितनी पुस्तकें भेंट में दी गई हैं ; और

(घ) वे पुस्तकें किन-किन भाषाओं में लिखी हुई हैं ?

वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री (श्री हुमायून् कबिर): (क) से (घ) जी, नहीं ; पर जापान की सरकार ने प्रधान मंत्री को दर्शन, इतिहास, समाज-शास्त्र, प्राकृतिक-विज्ञान, कला, भाषा और साहित्य जैसे विभिन्न विषयों की ८१६ किताबें भेंट की थी । इन में से ४६० किताबें जापानी में और ३५६ किताबें अंग्रेजी में हैं । यह तय किया गया है कि इन में से ज्यादातर किताबें नेशनल लायब्रेरी कलकत्ता में रखी जायेंगी ।

राष्ट्रीय रसायन प्रयोगशाला, पूना

११५७. **श्री नवल प्रभाकर :** क्या वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पूना की राष्ट्रीय रसायन प्रयोगशाला में अब तक कितने अनुसंधान किये गये;

(ख) इन में कितनों में सफलता मिली ; और

(ग) व्यावसायिक दृष्टि से कितने आविष्कार पेटेन्ट किये गये ?

वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री (श्री हुमायून् कबिर) : (क) और (ख) वैज्ञानिक अनुसंधान एक लगातार क्रम है और उस की कार्रवाई का हिसाब संख्या में लगाना मुमकिन नही है । इसी कारण कामयाब और नाकामयाब अनुसंधान की ठीक संख्या बताना भी संभव नही है । 'नेशनल केमीकल लेबोरेटेरी' पूना में किये जाने वाले काम का ब्यौरा "कौंसिल आफ साइंटिफिक एण्ड इंडस्ट्रियल रिसर्च" की सालाना तकनीकी रिपोर्टों में दिया जाता है और ये रिपोर्टें ससद् के पुस्तकालय में मिलती हैं ।

(ग) नेशनल केमीकल लेबोरेटरी में किये गये कार्य में से एक सौ दो आविष्कार 'पेटेंट' किये गये है ।

Foreign Investment in India

1158. Shri Raghunath Singh: Will the Minister of **Finance** be pleased to state the amount of foreign capital invested in India upto the end of the year 1958?

The Minister of Finance (Shri Morarji Desai): The information available with Government is only upto the end of 1956. On that date the amount of non-banking foreign business investments was Rs. 506 30 crores. Information for the subsequent period is not yet available.

Life Insurance Corporation

1159. { Shri Narasimhan: / Shri Kumbhar:

Will the Minister of **Finance** be pleased to state:

(a) the number and amount of death claims in respect of the policies issued by the Life Insurance Corporation made on the various Zonal Offices of the Corporation, so far;

(b) how many and of what value the claims were met within the first two years; and

(c) the premium amount that was realised from the deceased in respect of policies mentioned in part (b)?

The Minister of Finance (Shri Morarji Desai): (a) to (c). The information is being collected and will be laid on the Table of the House as soon as possible.

Oil in Gurdaspur

1160. Shri D. C. Sharma: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether there are any prospects of finding oil in Gurdaspur district of the Punjab State;

(b) if so, the names of such places in that District; and

(c) whether drilling has started?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Gravity and magnetic surveys have been completed in Gurdaspur area. However, no seismic work has been carried out. As such, oil prospects cannot be indicated at this stage.

(b) Does not arise.

(c) No, Sir

Coal Survey in Andhra Pradesh

1161. Shri Rami Reddy: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any Geological survey for coal has been undertaken in Andhra Pradesh since its formation;

(b) the places where the Survey has been (i) completed, and (ii) is in progress; and

(c) the results of the surveys where completed in regard to the availability of the reserves etc.?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir.

(b) and (c). Besides the two coal seams that are being worked in the Tandur Collieries, outcrops of coal were found in three other places in the Tandur area as a result of survey carried out in the field season 1952-53. Mapping was carried out in the Gondwana belt which runs from Dharmaraopet in a south-easterly direction beyond the Godavari river in 1953-54 No outcrops of coal were found Systematic mapping of the Kottagudem Coalfield was carried out by the Geological Survey of India during the field season 1954-55 No outcrops of coal were found

Reconnaissance survey of the Godavari Valley (areas adjoining the Singareni Coalfields) has been made with a view to drilling, so that production may be raised by the end of the 2nd Five Year Plan The work has been started recently and it is still too early to come to any definite conclusions about the potentiality of the fields

Income-Tax Arrears

1162. **Shri Ram Krishan.**
Shri S M Banerjee:
Shri Hem Raj:
Shri Aurobindo Ghosal:
Shri D. C. Sharma:

Will the Minister of **Finance** be pleased to state

(a) whether it is a fact that there is continuous increase in the amount of outstanding demands for income-tax;

(b) if so, total arrears outstanding at the end of each of the last three years;

(c) nature of steps taken or proposed to be taken to recover these arrears; and

(d) whether any change has been made recently in the income-tax realisation machinery?

The Minister of Finance (Shri Morarji Desai): (a) Yes, Sir

(b) The total arrears outstanding as on 31-3-1956, 31-3-1957 and 31-3-1958, according to Departmental registers, were respectively Rs 233·59 267 33 and 287 32 crores These figures, however, included Rs. 46 71, Rs 52·37 and Rs 52 66 respectively which represented the demands raised but had not fallen due for payment on or before the dates specified above Excluding these amounts, the respective figures of arrears outstanding as on 31-3-1956, 31-3-1957 and 31-3-1958 were Rs 186 88, Rs 214 96 and Rs 234 66 crores

(c) A statement is laid on the Table of the House [*See* Appendix II, annexure No 111].

(d) No, Sir

Schools in Manipur

1163. **Shri L. Achaw Singh:** Will the Minister of **Education** be pleased to state·

(a) whether any representation has been received from institutions and school teachers in Manipur against the conversion of aided and private schools under the Territorial Council; and

(b) if so, the action taken thereon?

The Minister of Education (Dr. K. L. Shrimali): (a) Some representations have been received by the Manipur Administration against the conversion of aided and private schools into schools managed entirely by the Territorial Council

(b) The taking over of these institutions is part of the approved schemes under the Second Five-Year Plan which are being implemented by the Territorial Council The matter is entirely within the jurisdiction of the Territorial Council, which is an autonomous statutory body. The representations have been brought to the notice of the Council by the Administration.

Shortage of Magistrates in Manipur

1164. **Shri L. Achaw Singh:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the increase in the number of undertrials in Manipur jail is due to the shortage of trying Magistrates; and

(b) if so, the steps taken to make up the shortage?

The Minister of Home Affairs (Shri G. B. Pant): (a) The increase in the number of undertrial prisoners is not due to the shortage of trying Magistrates but to a larger number of successful investigations, absence of judicial lock-ups at the Headquarters of Sub-divisional Magistrates and an increase in cases of recovery of unauthorised arms.

(b) Does not arise

Forfeiture of Renewal Commissions by L.I.C.

1165. **Shri Kodiyan:**
Shri Punnoose:
Shri V P. Nayar:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that consequent on the termination of agencies, the Life Insurance Corporation has gained by the forfeiture of renewal commissions; and

(b) what is the total amount obtained by such forfeited renewal commissions in 1956-57 and 1957-58 (separately)?

The Minister of Finance (Shri Morarji Desai): (a) and (b) Section 44 of the Insurance Act, 1938, lays down the conditions that should be satisfied by the insurance agents to earn renewal commission on the termination of agencies It is only in cases where any agent fails to satisfy the conditions that his renewal commission is forfeited. The Life Insurance Corporation does not maintain separate accounts of the commission not payable. It is, therefore, not possible to give the amounts forfeited, but these are not likely to be large.

Mining Institutes at Kothagudam and Gudur

1166. **Shri D. V. Rao:**
Shri Nagi Reddy:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state the amount of expenditure incurred by the Central Government on the Mining Institutes at Kothagudam and Gudur in Andhra Pradesh?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Expenditure of Rs. 63,416 on Kothagudam and Rs. 53,632 on Gudur was incurred by the Central Government upto 31-3-1958 The question of sanctioning a further amount of Rs. 2,37,300 and Rs 3,00,000 for these institutions respectively for the current financial year is under consideration

हिमाचल प्रदेश में प्राथमिक स्कूल

११६७. **श्री पद्म देव :**
श्री स० चं० सामन्त :

क्या शिक्षा मन्त्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में कितने प्राथमिक स्कूलो मे दूसरी पचवर्षीय योजना के अन्तर्गत दस्तकारी का काम सिखलाया जाने लगा है , और

(ख) कौन-कौन सी दस्तकारिया सिखलाई जाती है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : (क) और (ख) प्रशासन से सूचना मांगी गई है । प्राप्त होने पर सभा-पटल पर रख दी जायगी ।

हिमाचल प्रदेश में स्कूल

1168. { श्री पद्म देव :
श्री स० चं० सामन्त :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश मे कितने मिडिल और हाई स्कूलों में दूसरी पचवर्षीय योजना के अन्तर्गत लड़कियो को दस्तकारी का काम सिखलाया जाने लगा है ;

(ख) ये स्कूल कहां-कहां है ; और

(ग) कौन-कौन सी दस्तकारिया सिखलायी जाती हैं ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : (क) और (ग). दूसरी पंचवर्षीय आयोजना के अन्तर्गत हिमाचल प्रदेश मे लडकियो के किसी भी मिडिल या हाई स्कल मे दस्तकारी का विशेष प्रशिक्षण नही दिया जाता । तथापि लडकियो के पांचों हाई स्कूलो और दमो मिडिल स्कूलो में कढाई और कताई का काम क्रमश एक अनिवार्य और वैकल्पिक विषय के रूप मे शुरू किया गया है ।

(ख) हाई स्कूल चम्बा, मडी, सिरमूर, विलासपुर और सोलन (महासू) म है ।

मिडिल स्कूल रामपुर, कोटगढ, ठ्योग, कोटखाई, अरकी (जिला महासू मे), जोगीन्द्र नगर, सुन्दर नगर और खेवाल (जिला मंडी मे), पोता (जिला सिरमूर में) और भरमूर (जिला चम्बा मे) मे है ।

State Bank of India

1169. Shri Parulekar: Will the Minister of **Finance** be pleased to state:

(a) whether there has been any vacancy in the Board of Directors of the State Bank of India;

(b) at what stage is the proposal to appoint some new persons as Directors of the Board; and

(c) the names of Directors appointed?

The Minister of Finance (Shri Morarji Desai): (a) Two vacancies, including one in the office of the Vice-Chairman, have occurred recently in the Central Board of the State Bank of India.

(b) and (c). Shri Mangaldas M. Pakvasa has been appointed against one of the vacancies as the Vice-Chairman The Reserve Bank of India will nominate a director against the other vacancy under the proviso to Section 19(1)(c) of the State Bank of India Act.

Primary School Teachers

**1170. { Shri Jinachandran:
Shri D. C. Sharma:**

Will the Minister of **Education** be pleased to state:

(a) the total grant sanctioned by the Centre to each State Government to increase the salaries of Primary School Teachers during 1957-58 and 1958-59 so far; and

(b) whether all the States have utilised the grants in full?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b) A statement is laid on the Table of the House. [*See* Appendix II, annexure No 112].

Tribal Students of Tripura

1171. Shri Dasaratha Deb: Will the Minister of **Education** be pleased to state:

(a) whether any grant-in-aid was provided to the Tribal students for the purchase of text-books in Tripura in 1959;

(b) if so, the number of students who received such grant-in-aid; and

(c) whether any grant-in-aid would be provided to students belonging to

Scheduled Tribes, Scheduled Castes and other backward classes in Tripura for the purchase of text-books in 1959?

The Minister of Education (Dr. K. L. Shrimali): (a) Not so far. Book grants are given at the commencement of the new academic session, which will start in April next.

(b) Does not arise.

(c) Yes, Sir.

Gharchukti Rent in Tripura

1172. Shri Dasaratha Deb: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the realisation of Gharchukti rent (mainly realised from Jhumias) is being made at different rates from different groups of Tribes of Tripura;

(b) if so, the reasons therefor;

(c) the rate of 'Gharchukti' from tribes belonging to Tripura, Halam, Reang and Kuki Communities; and

(d) whether Government are considering the introduction of uniform rate of Gharchukti in respect of all Tribes?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) The different rates of tax are levied under the provisions of the Tripura Act 4 of 1329 T E (1919 A D.). As the tax is being paid by shifting cultivators, who are progressively being settled on land, it has been decided that no change need be made for the present in the incidence of the tax.

(c)	Tripura	—Rs 4/- to 5/- per family.
	Halam	—Rs. 3/8 to 5/- per family.
	Reang	—Rs 5/- to 9/- per family.
	Kuki	—Rs. 2/- to 4/- per family.

(d) No.

Jail in Amarpur

1173. Shri Dasaratha Deb: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that no Jail exists in Amarpur Sub-Division, Tripura;

(b) whether it is a fact that due to absence of a Jail in Amarpur Sub-Division, the people are facing inconvenience; and

(c) if so, whether Government propose to establish a Jail at Amarpur?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) and (c). A Sub-jail is under construction at Amarpur.

Jhumia Rehabilitation

1174. Shri Dasaratha Deb: Will the Minister of **Home Affairs** be pleased to state:

(a) whether any Jhumia Rehabilitation work has started at Raima Sarma, Tripura;

(b) if so, the number of Jhumias rehabilitated there; and

(c) what steps are being taken to expedite their rehabilitation?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (c). The required information has been called for from the Tripura Administration and will be laid on the Table of the House as soon as received.

Distribution of Kerosene Oil

1175. Shri Bibhuti Mishra: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Government have fixed any quota for various States for the distribution of Kerosene Oil;

(b) if so, the quota allotted to each State; and

(c) the arrangements made to ensure regular supply of the same?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) No quota has been fixed by the Government for the States for distribution of Kerosene Oil The supply requirements of the States are met directly by the oil companies The marginal restriction which was imposed on Kerosene sales in September 1958 has since been lifted and the oil companies have been directed to meet the full requirements of the country

(c) Does not arise

Propaganda Against Untouchability

1176. Shri Daljit Singh: Will the Minister of **Home Affairs** be pleased to state

(a) whether any amount has been spent by the Central Government for propaganda for removal of untouchability in Himachal Pradesh during 1958 59 so far, and

(b) if so the schemes on which the money has been spent?

The Deputy Minister of Home Affairs (Shrimati Alva) (a) and (b) A sum of Rs 23 000 is proposed to be spent on the following schemes for propaganda for removal of untouch ability during the year 1958 59 —

1 Visual publicity through projectors

2 Installation of community sets

3 Issue of pamphlets and posters

4 Maintenance of publicity van and pay and allowances of staff Information about the actual expenditure incurred so far on these schemes is not available at present

"Smuggled Goods Seized in Delhi"

1177. Shri Pangarkar: Will the Minister of **Finance** be pleased to state the amount of smuggled goods such as watches and pens seized in Delhi and the number of persons arrested during the last three months?

The Minister of Finance (Shri Morarji Desai): The value of smuggled goods such as watches, pens etc, seized by the Customs staff in Delhi, during the period November, 1958 to January, 1959 is about Rs 8,200. No arrest was made in this connection

Brass Coins

1178 Shri Pangarkar: Will the Minister of **Finance** be pleased to state

(a) whether Government are aware of the fact that the merchants in the Marathwada region of Bombay are not accepting one anna and half anna brass coins, and

(b) if so, whether Government have banned the circulation of the above coins?

The Minister of Finance (Shri Morarji Desai) (a) In January last, a complaint was received from a political party's regional office in Bombay that these coins were not being accepted in practice but the area in which such difficulty was felt was not indicated The matter was brought to the notice of the State Government, who issued suitable departmental instructions and given publicity in its area to the correct position that these coins have not yet ceased to be legal tender and, therefore, should be freely accepted

(b) No Sir Government have not taken any such action

हिमाचल प्रदेश में पेंशन के मामले

११७९ **श्री पद्म देव** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में १९५२ से पहले के पेंशन के कितने मामले बाकी हैं ,

(ख) कितने मामले दो वर्ष से अधिक समय से पड़े हैं , और

(ग) कितने व्यक्ति पेंशन लिये बिना ही मर गये ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) :

(क) ६०.

(ख) १६०; इनमें (क) में बताये गये ६० मामले भी शामिल है।

(ग) २६.

नेपाल में सिंचाई योजनायें

११८०. श्री विभूति मिश्र क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) ३१ जनवरी, १९५९ तक नेपाल की छोटी सिंचाई परियोजनाओं के लिये कितनी धनराशि दी गई है ,

(ख) अब तक कितना धन खर्च किया जा चुका है ,

(ग) क्या यह सच है कि दी गई धनराशि में से अब तक बहुत थोड़ा धन खर्च किया गया है , और

(घ) यदि हां, तो इस के क्या कारण हैं ?

वित्त मंत्री (श्री मोरारजी देसाई) : (क) नेपाल सरकार को सिंचाई की छोटी योजनाओं के लिये ३१ जनवरी १९५९ तक ३२ ६२ लाख रुपया दिया जा चुका है।

(ख) नेपाल सरकार ने सब से बाद में जो सूचना भेजी है उस से पता चलता है कि जनवरी १९५९ के करीब करीब आखिर तक ३१·७२ लाख रुपया खर्च हुआ है।

(ग) जी नहीं।

(घ) यह सवाल पैदा नहीं होता।

Reports of Commissioner for Scheduled Castes and Scheduled Tribes for 1956-57 and 1957-58

1181. **Shri Siddiah:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the memorandum of action taken on the recommendations made by the Commissioner for Scheduled Castes and Scheduled Tribes in his reports for the years 1956-57 and 1957-58 is proposed to be laid on the Table of the House;

(b) if so, when; and

(c) whether it will be done before the Report for the year 1957-58 is discussed by Parliament?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes.

(b) and (c). A statement containing the information, so far received from the State Governments/Union Administrations, on the action taken or proposed to be taken by them on the recommendations made by the Commissioner for Scheduled Castes and Scheduled Tribes in his report for 1956-57, is expected to be laid on the Table of the House before the Report for 1957-58 is discussed A similar statement in respect of the 1957-58 report will be laid on the Table of the House as soon as replies from the State Governments/Union Administrations/Ministries who have recently been addressed in the matter, are received.

Import of Kerosene Oil

1182. **Shri Elayaperumal:** Will the Minister of **Steel, Mines and Fuel** be pleased to state what percentage of the country's supply of Kerosene Oil was imported from the year 1950 to 1958 year-wise?

The Minister of Mines and Oil (Shri K. D Malaviya): Till the establishment of the two refineries at Bombay in 1954-55, there was no indigenous production of Kerosene in the country except in the small refinery at Digboi (Assam); as a result, over 90 per cent of the country's requirements of Kerosene were being imported Since then, though another refinery has been set up at Visakhapatanam, consumption has also been rising because of which, now, about 70 per cent. has to be imported.

Educational Grants to Punjab

1183. Sardar Iqbal Singh: Will the **Minister of Education** be pleased to state:

(a) the amount of grants allotted by the Centre to the State of Punjab so far during 1958-59 for the different projects and schemes in the field of education, and

(b) the amount of such grants as were sanctioned during 1957-58 to Punjab for educational purposes but could not be utilised?

The Minister of Education (Dr. K. L. Shrimali): (a) Rs 21,34,000

(b) Information for all the Schemes has not been received from the State Government In respect of Schemes for which information is available the unutilized amount comes to Rs 27,500

Scheduled Castes and Scheduled Tribes Working in Central Government

1184. Shri Naldurgker: Will the Minister of **Home Affairs** be pleased to state

(a) how many persons from Scheduled Castes and Scheduled Tribes are working at present in Gazetted and non-Gazetted posts in Government of India services, department-wise,

(b) whether all the seats reserved for them have been filled up,

(c) if not, the reasons therefor, and

(d) how many persons among the above classes are working abroad?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d) The information is being collected and will be laid on the Table of the House

Pakistanis

1185. Sardar Iqbal Singh: Will the Minister of **Home Affairs** be pleased to state·

(a) how many Pakistani Nationals entered India without proper travel documents since August, 1958 month-wise; and

(b) how many of these were arrested for violation of permit rules?

The Minister of Home Affairs (Shri G. B. Pant). (a) and (b) The information is being collected and will be laid on the Table of the House when it is available

Foreigners Act

1186. Sardar Iqbal Singh: Will the Minister of **Home Affairs** be pleased to state

(a) the total number of notices served in Delhi under the Foreigners Act during 1958-59 so far,

(b) the total number of persons who left Delhi in accordance with these notices,

(c) the total number of Court proceedings instituted against those who violated these notices, and

(d) the total number of persons convicted by the Court?

The Minister of Home Affairs (Shri G. B Pant): (a) 116 (involving 172 persons) during the period 1 4 1958 to 31 1 1959,

(b) 110

(c) 3

(d) 1

Boarding House for Girl Students in Delhi

1187. Sardar Iqbal Singh: Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No 368 on the 24th November 1958 and state

(a) whether there is any boarding house for girl students in Delhi, State-managed or privately managed,

(b) if so, the number of girl students residing there, and

(c) the financial aid given to each boarding house during 1956-57 1957-58 and 1958-59 so far?

The Minister of Education Dr. K. L. Shrimali): (a) There are 9

privately managed Hostels (6 attached to local colleges and 3 to private higher secondary girls' schools) and three State-managed Hostels (one attached to the Central Institute of Education and two to the College of Nursing) in Delhi

(b) 1085

(c) No financial aid is given to privately managed boarding houses attached to local colleges Of the three boarding houses attached to private secondary girls' schools, two receive grant-in-aid from the Delhi Administration The third boarding house is unrecognised No aid was given by the Delhi Administration in 1956-57 In 1957-58 and 1958-59 the following aid was given —

	Rs
1957-58	
1. B M Garga Girls' Higher Secondary School, Delhi	2,066
2 Victoria Girls' High School Delhi	1 912
1958-59	
1 Victoria Girls' High School Delhi	1 917
2 B M Garga Girls' Higher Secondary School, Delhi	Not yet paid

Lands in Ferozepur

1188. Sardar Iqbal Singh. Will the Minister of **Defence** be pleased to state

(a) the extent of land of different villages taken on lease for Military purposes in the District of Ferozepore in Punjab State

(b) what is the duration of the lease, and

(c) what is the rent due to the different villages with a break up of each village?

The Minister of Defence (Shri Krishna Menon): (a) to (c) It is not desirable in public interest to disclose the information

Stenographers' Examinations

1189. Shri P. G. Deb: Will the Minister of **Home Affairs** be pleased to state:

(a) whether all the candidates who were declared successful as a result of the Stenographers' Examination held in 1957 by the Union Public Service Commission have been absorbed, and

(b) if not, how many have been absorbed and how many are left to be absorbed?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No

(b) 701 candidates qualified and 588 were absorbed against the vacancies that were available until the result of the Stenographers' Examination, 1958, was announced in January, 1959 Future vacancies will be filled from among those who have qualified at the 1958 Examination

State Officers in Centre

1190. Shri P C. Borooah: Will the Minister of **Home Affairs** be pleased to state whether it is a fact that Government have decided that all Joint Secretaries and Deputy Secretaries of I C S and I A S Cadre serving in the Centre on tenure of five or more years should return to their respective States?

The Minister of Home Affairs (Shri G. B. Pant). The normal tenure for a Deputy Secretary whether of the I C S or the I A S is four years and that for a Joint Secretary five years but this may be extended where the exigencies of service so require It is the policy of the Government to follow this system

Oil Resources in Cambay

1191 Shri Siddananjappa: Will the Minister of **Steel, Mines and Fuel** be pleased to state

(a) whether a Soviet expert has forecast that the Cambay region has oil resources of no less than 30 million tons;

(b) if so, who is the expert; and

(c) what is the Government's view of the extent of oil resources in the Cambay region?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) Yes, Mr. N. A. Kalinin, who was our Geological Consultant last year, has written an article in the "Soviet Land" of December, 1958, forecasting about the oil resources of Cambay being 30 million tons. This is his personal appraisal, without any knowledge of our testing results

(c) It is not possible to indicate the extent of the oil resources in the Cambay region at this stage

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12.04 hrs.

RE: MOTIONS FOR ADJOURNMENT

Shri Goray (Poona): Sir, I have given notice of an adjournment motion (*Interruptions*)

Mr. Speaker: I have disallowed all of them Order, order Hon Members are now coming more often to this House with matters relating to murder in some village and some other matter in some State. Hon Members forget that there are as competent Governments there as this Government and as representative assemblies as this House I have, therefore, disallowed them .. (*Interruptions*)

Shri S. M. Banerjee (Kanpur) There are two adjournment motions

Mr. Speaker: I have also repeatedly said in this House that if any hon. Member is not satisfied or if he wants to make a further submission he can come and if I am satisfied I will bring them all tomorrow —that is, if I am satisfied that ought to be brought before the House.

Shri Hem Barua (Gauhati): Sir, on a point of order. On a previous occasion, you were pleased to say that it is difficult to distinguish between matters relating to the Centre and matters relating to the States and you were pleased to ask the different Ministries to draw a list distinguishing the two We have not as yet drawn up any such distinction about these matters concerning the State and the Centre. There are occasions when matters relating to law and order in certain States came to be discussed on the floor of this House. So, when you say that it relates to a matter of law and order this question arises naturally.

Mr. Speaker: There is no point of order I very often seek the assistance of Members both on this side and the other side but if they do not give me that assistance or take time to consider, I cannot sit idle. I have to decide upon them and I have decided. I have already stated if any hon Member wants to submit to me to revise my order in any particular adjournment motion or in any matter, that day itself is not a *muhurtha*. He can come and represent to me and I will certainly consider and shall bring it up if I am satisfied, tomorrow Now, let us proceed further with the other business

श्री जगदीश अवस्थी (बिल्हौर) जैसा अभी आप ने कहा, हम को इस बात का अधिकार प्राप्त नहीं है कि हम राज्यों के ऐसे प्रश्नों पर जिन का सम्बन्ध शान्ति और व्यवस्था से हो इस सदन में विचार करें, लेकिन मैं आप का ध्यान भारतीय संविधान की धारा ३५६ की ओर आकर्षित करना चाहता हूं जिस में यह स्पष्ट लिखा गया है कि जब किसी राज्य की शान्ति और व्यवस्था का खतरा उत्पन्न हो जाय तो ऐसी अवस्था में इस सदन को अधिकार प्राप्त है, राष्ट्रपति को अधिकार प्राप्त है कि वह इसमें इंटरवीन करें। उत्तर प्रदेश में लगभग एक हफ्ते से हत्यायें चोरियां आदि हो रही हैं और विद्यार्थियों पर अन्याय हो रहा है। ऐसी अवस्था में खतरा उत्पन्न हो गया है शान्ति और व्यवस्था को और हम को अधिकार प्राप्त हो गया है।

Mr. Speaker: I am quite aware of that particular article that in case there are extreme cases, the House can ask or the Government itself can take action upon that But as to whether that case has arisen or not the Speaker has to decide and I have decided against it I have to take some decision and I have said that it is a matter of law and order Still I am open to conviction and hon Members can come and satisfy me that it is such a serious matter and should be brought up before the House

Acharya Kripalani (Sitamarhi) May I put in a word? I agree that *your ruling is perfectly correct* But there are certain things which, if they are not voiced in this House, would create complications This is a matter connected with the students and I think all the students are Indians We are all anxious that there should be discipline in the college and whenever I have talked to the students, I have emphasised this point but there must also be no provocation to young people from the police It unfortunately happens that whenever there is any disturbance the police exceeds its authority The principal of the college phoned to me last night that the police had entered into the hostel and into rooms, that watches are missing that the fountain pens and purses were missing, and that students were beaten in the rooms This is from the principal These principals never take sides with the students because they have experience of what the students do Therefore, they never take sides When the principal sends a telephone message and a wire, it becomes necessary to bring this matter to the attention of the Home Minister who also belongs to U P and to see that the students do not get out of hand on account of the action of the police (*Interruptions*)

Mr. Speaker: I agree But the unfortunate thing is that both these matters—police action and also education of students—are State subjects We might as well assume for the sake of argument a State which has a legislature and a Government That State may not be a part of the Union We are working here under a Constitution which demarcates the jurisdiction of the Centre and the States I cannot go on interfering in every one of these matters and then bring them up before this House, however bad they may be Hon Members have got members of their parties in the State legislatures They can take up the matter in the State legislatures If we take up such matters here, those people will complain that we are clutching jurisdiction which does not legitimately belong to us

Shri A K. Gopalan (Kasergod): Sir, I would like to make one submission The answer given by you is that this relates to a matter of law and order which is a State subject That is correct But here the question raised in the adjournment motion, which you have to decide, is that there is a breakdown of law and order Therefore, the decision has to be made whether there is a breakdown of law and order and not whether it is a State subject There was a discussion in the State Assembly on this matter and I have got here a report of the discussion there Certain things were brought forward in the Assembly during that discussion During the discussion a member is said to have told the Speaker there that there was no security as far as his life is concerned There have been murders in bus stands There has already been a discussion in the Assembly and, therefore, it is time for the Centre to interfere In your reply you have only said that as far as law and order is concerned it is a State subject, whereas you are required to decide whether there is a breakdown of law and order, which is the subject matter of the adjournment motion

Mr. Speaker: What I meant in my reply was that I am not satisfied that there is a breakdown of the Constitution on account of this particular case of law and order When I say it is purely a matter of law and order for the State, it means I am not satisfied that the constitutional machinery has broken down for this House to interfere Otherwise--hon Member comes from Kerala—I must have long ago allowed a motion and, then, we would have gone on discussing this matter day in and day out (*Interruption*) I must have the right to decide whether it is really a case of law and order or a break down of the Constitution I have taken the decision that it is not a case of breakdown of the Constitution Therefore, it is a matter of law and order, however serious it may be, and, therefore, I have disallowed the adjournment motion If any hon Member wants to say anything more I am willing to hear him later and then bring it up if necessary tomorrow

Shri Surendranath Dwivedy (Kendrapara) May I know whether the Home Minister will make an enquiry and then make a statement before this House later?

Mr. Speaker: I am not going to ask the Home Minister to make enquiries about every matter which arises in the States There are Chief Ministers, Home Ministers and other Ministers in the States

Shri S. M. Banerjee. The conduct of the Home Minister of U P

Shri Jagdish Awasthi Whole State is in peril

Mr. Speaker: Order, order Hon Members do not want to scrap the whole Constitution and ask this Government to take charge of the entire State As it is, we can't interfere

Shri Jagdish Awasthi. The Constitution requires

Mr. Speaker: Hon Members cannot have the last word on every matter here

12.14 hrs.

LEAVE OF ABSENCE

Mr Speaker. The Committee on Absence of Members from the sittings of the House in their Twelfth Report have recommended that leave of absence may be granted to the following Members for the periods indicated in the Report —

1 Shri Chandramani Kalo
2 Shri Nana Patil
3 Shri Chandrikeshwar Sharan Singh Ju Deo
4 Shri Sur Kistaiya
5 Shri K S Ramaswamy
6 Shri K G Deshmukh
7 Shri S C Choudhury
8 Shri Chheda Lal Gupta
9 Shrimati Lalita Rajya Laxmi
10 Shri Narasingha Malla Deb
11 Shri M K M Abdul Salam
12 Shri Bhagwan Din Mishra
13 Shri Rungsung Suisa

I take it that the House agrees with the recommendations of the Committee

I find that there is general agreement The Members will be informed accordingly

Shri Tangamani (Madurai) Sir, the other day, when similar applications were made, you were pleased to state that it would be better to bring it in the form of a motion by a Member I would like to know whether you have considered that

Mr Speaker. It is not necessary for any Member to make a motion I have adopted this rule, instead of waiting for a Member to give notice of a motion and then bring it up

[Mr. Speaker]

here Their report is there If any hon Member takes exception he may write to me one day in advance by way of an amendment to this report, otherwise, I intend following this procedure instead of waiting for any hon Member to give notice of a motion and then starting discussion on this matter Unless there is an amendment to it, I will follow the previous practice

12.15 hrs.

PROCEDURE RE DISCUSSION ON GENERAL BUDGET

Mr. Speaker: We will now resume discussion on the Railway Budget

Shri Khadilkar (Ahmednagar) Sir, I want to draw your attention to a point of procedure I learn that from tomorrow the general discussion on the General Budget will begin in the other House and that this House will begin the discussion on the General Budget when the Finance Minister will be replying to the debate in the other House That will lose all the edge of discussion in this House According to the Constitution—the spirit of the Constitution though not, I am saying, the procedure—it is the priority of this House to discuss it, because we are ultimately supposed to sanction it If this practice is continued, as it happened in Bengal sometime back where the budget speech was delivered in the Upper House and only a resume of the speech was given to the Bengal Assembly by the Finance Minister who happens to be the Chief Minister also, the same practice might be followed here after some time It is a question whether this House should have priority in the matter of discussion on the General Budget and a reply thereto I have gone through the constitutional procedure and what I feel is, though we have made a provision that the other House would have an opportunity for discussion, it is of formal nature

Shri Naushir Bharucha (East Khandesh) Sir, may I point out that this is an important matter There is another aspect to this question. Supposing, Sir, in the Upper House the hon Finance Minister in reply to the debate in the Upper House takes up a particular stand, for instance, let us say, he takes up the stand that the duty on diesel oil is not to be removed Once he has taken that stand, whatever else we say in Lok Sabha has no meaning whatsoever because that decision has been taken there without our point of view being heard Therefore, the Lok Sabha arguments, which really should be influential and decisive, go by the board What is the sense afterwards arguing in the Lok Sabha various aspects of the Budget, when once after a debate in the Upper House the Finance Minister has made up his mind and announced his desion on this aspect The whole thing becomes illusory, and one feels that the status of this House receives a setback by discussion of the Budget in the Upper House

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, perhaps that is the convention that we have been following Last year also, if I remember correctly, it was done like that I am not in a position at present to say whether constitutionally it is correct or not This is the procedure that we have been following and up till now there has been no objection I think last year also the general discussion in that House was finished earlier, but we have not examined it from the constitutional point of view—I do not know

Mr. Speaker: Very well, hon Minister will kindly consider that matter

Shri Mohammed Imam (Chitaldrug) Sir, the Upper House is supposed to be only a revising body,

and it is supposed to consist of elders. In fact, the real function lies with us. Whatever decision we arrive at, it is expected of them to revise in case we have gone wrong. So, Sir, I submit that this anomaly will just be avoided by the abolition of the Upper House. (*Interruption.*)

Mr. Speaker: There may come a time when the hon. Member may like to go to the Upper House.

* * *

Shri Jagdish Awasthi (Bihaur): Sir, I think the Home Minister wants to say something.

The Minister of Home Affairs (Pandit G B. Pant): I also happen to belong to the Upper House

Shri Khadilkar:. What about the procedure, Sir?

Shri Bimal Ghose (Barrackpore): About the procedure, Sir, I do not quite agree with my hon friend It may start in this House or it may start in the other House Supposing as Shri Bharucha said that the Finance Minister has said 'no' there and then it cannot be revised here, does it mean that if he says 'no' here it cannot be revised when it goes to the Upper House?

Mr. Speaker: Very well, all these matters will be considered

12.20 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Speaker: Shri Rajendra Singh will continue his speech.

Shri Rajendra Singh (Chapra): Mr. Speaker, Sir, comparisons are often odious, and at all stages, it is good to avoid comparisons if one can help them. However, there are certain situations, when one has to appraise and review the achievements and performances of certain undertakings like the railways, in spite of oneself, one has to make certain comparisons. From that standpoint, I feel honestly that so far as the industrial relations in the railways are concerned, there has been some distinct improvement compared to the past regime

I would like to refrain from paying my compliments and banquets to the Railway Minister for the simple reason that even when a tribute is due and when it is offered by the Opposition Benches, what happens is, that a general suspicion goes round that the hon. Member is about to cross the floor. Therefore, I would like to confine myself only to the uncomplimentary part that has been played so far by the Railway Minister in relation to the industrial relations on the railways

As you know, the railways are the biggest national undertaking in the country We have our aspirations to be a model employer. The Railway Minister, while delivering his speech on 17th February, 1958, said:

> "In November last, representatives of the Federal met and it is heartening that they have agreed to implement by the 1st July, 1958 the original agreement made by them in March, 1956 The progress so far made in this direction, I understand, is satisfactory."

That is what the Railway Minister said in this House in the course of his budget speech Even this time, he had made a very intriguing reference to that aspect of the railways. He has given the impression that efforts have been made, that efforts in this direction are afoot or that is, the process of unity is under operation But I would like to make the position clear, because this part of his speech is likely to, and is apt to, mislead the House. Therefore, I would like to deal with this matter at some length.

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*Expunged as ordered by the chair.

[Shri Rajendra Singh]

The All-India Railwaymen's Federation is in being since last 30 years It had the sole privilege of principally representing the workers all over the railways But the Congress Government, which does not have in the least the interest and the welfare of labour, just in order to undermine the strength of the railway workers, put up a stooge railway organisation And what happened? There was disunity in the railways, there was disruption among the labour But when a strong demand was felt in the country, the predecessor of Railway Minister told the Railwaymen that it was in the interests of the workers in the interests of the railways and it is in the interests of the nation that there should be one union in one industry Shri Jaiprakash Narain, a prince among men responded to the call He responded to it in all sincerity and in all his nobility, but the record of the previous Minister his predecessor is a record of seduction * It was just

* * *

agreed that the All-India Railwaymen's Federation and the federation sponsored by the Congress would come together They came together at the top level but the Congress organization did not hold any meeting The Railwaymen's Federation had to hold a meeting at Madras where there were three-fourths of the delegates present They passed a resolution and they framed a programme of action The Vasavada group—the Congress kept out of it and they held a meeting elsewhere, at Bezwada With such a situation naturally there was no way out for the All-India Railwaymen's Federation but to revive itself because it included the principal representatives of the workers It functioned for their interests and it worked for the welfare of labour It could not have let the workers down

When the present Railway Minister came upon the scene, it was widely believed, in the background of his previous performance and achievement so far as labour laws of this country are concerned, of which we can rightly be proud, that things will improve As Minister of Communications, he gave a lead to the country and made a performance of which the Congress can very well be proud of and I am also proud of it because the Railway Minister comes from my State, and I had also the privilege of having worked with his for some time

Shri S M Banerjee (Kanpur) He is using these adjectives He is congratulating him

Mr Speaker Both of them come from the same State Why should he worry? The hon Member is congratulating the hon Minister and he wants the hon Minister to hear with both the ears for having undertaken so many good pieces of reform in the labour field

Shri Nath Pai (Rajapur) He is alleging that the hon Minister in his past career has done many good things

Shri Rajendra Singh On 17th February 1958 the Minister took the House into confidence and made us understand that he, the Minister, desires to have the unity of the workers He had brought into being an arbitrator who might resolve all the disputes which may arise in the course of the implementation of the unity agreement But, as it became apparent to the Congress organization that the Railway Minister meant what he said they began to get back on their words

Now in answer to Starred Question No 683 dated 28th August, 1958, the following reply was given in the House I do not know who replied—possibly it was given by the Deputy Minister—but this was the reply in connection with the unity aspect

'Having reviewed the developments and events that have taken

*Expunged as ordered by the chair

place since the last meeting of the Joint Committee, this Working Committee has come to the painful conclusion that no useful purpose will be served by carrying on negotiations any further until there is a conviction that the party would genuinely abide by the principles which govern a healthy trade union movement which is conducive not only to the interests of the railwaymen but the entire country".

This statement is part of the resolution that the National Federation passed.

It further said:

"The committee request the President and the Union Railway Minister, who had greatly helped in bringing about unity agreement and appraising the circumstances under which unity clauses are postponed for the present...."

This is the resolution that the N. F. I. R. passed. They paid you a compliment; they believed your intention, your desire and your efforts, but what did the Congress organisation do?

"The representative of the A. I. R. F. deplored the resolutions of the working committee of the N. F. I. R. and repudiated the charges raised against the A. I. R. F. and its constituents."

This makes quite obvious which party was desirous of having unity. The arbitrator appointed by the hon. Minister in his wisdom and good faith went into the whole dispute and at every step when an effort was made to bring about unity, that effort was systematically, deliberately and mischievously undermined by the National Federation. The result was, when the question was repeated in December, the reply given by the Deputy Minister was:

"At the request made by the Federations, the services of a retired High Court Judge were placed at the disposal of the two Federations as an arbitrator to settle any possible disputes that might arise in the process of the implementation of the agreement between the two Federations . . ."

Mark the following words:

"But the arbitrator, after giving his best consideration to the evidence on record, both oral and documentary, was of the opinion that there was a valid agreement in writing between the A. I. R. F. and N. F. I. R. and that the objection raised by the N. F. I. R. was not tenable."

The arbitration was between the two parties concerned and it is for the parties concerned to take note of the views expressed by the arbitrator. I could never have believed that the Railway Ministry could have given such an unhappy reply when it was clearly proved to the built by an impartial and independent objective authority appointed by the Railway Minister that the arguments brought forth by the N.F.I.R. are not tenable.

It would have been right and logical to have accorded recognition to the All-India Railwaymen's Federation; I do not know why the Railway Minister has done it. Of course, it must be accepted that even though he has met with so many resistances at the hands of his own party and the Railway Board, still he has gone several steps forward. For that, I am very thankful to him, but recognition is the cardinal and vital principle in a trade union. If you give a right or privilege and if you do not sanctify it by lawful recognition, then there is no use; it may wither away at any moment. Tomorrow another Minister would come and say that there was no recognition and so he does not care for it. So, I hope that at least during this session, the hon. Minister would see to it that the injustices done to the A. I. R. F. are eliminated and A. I. R. F. is given its rightful place.

[Shri Rajendra Singh]

I am not a trade unionist and I have no axe to grind. I have only feelings for the working class, because the prosperity and development of the country depends, if not entirely, at least to a considerable extent, on the industrial relations, on the happiness and prosperity of the workmen. It is in that spirit that I have posed the problem. In fairness to justice and national interests, I hope the Railway Minister would accord recognition to the A. I. R. F. and then we will have no occasion to dispute about that matter.

When the hon. Minister replied to the debate in the Rajya Sabha, I was not there. In the morning when some of my friends rang me up and said, "This is the reply given by the Railway Minister", I could not believe it. I could not even believe the papers. I went into the library and then I went through the verbatim report. Surely it was very painful; I could have never imagined that such a good man who has held so fast to democratic principles . . .

Mr. Speaker: The hon. Member's time is up.

Shri Rajendra Singh: I have just spoken for five minutes. You should give me at least 20 minutes. During the last two days, no speaker from my party was allowed to speak. I am not speaking for a particular station or for my village.

Mr. Speaker: I have given him 16 minutes already.

Shri Rajendra Singh: I hope at least this time in this House, the hon. Minister will say something which will really benefit us.

About the permanent negotiating machinery, that machinery was designed and devised to remove the injustice or wrongs that might be done to the workers and build a personal contact between officers and staff. That permanent negotiating machinery is the most important thing after recognition. The Railway Board has issued a very clean order as to how to work in unison and in co-operation, with a spirit of fellowship and comradeship. But in practice, I know from my own experience and the letters I have received from so many zonal headquarters, that in this Northern Railway, which is so near us, at not a single division headquarter a regular meeting was held. I do not have the impetuosity of my hon. friend, Shri Frank Anthony, but I feel and maintain that every word that he uttered about your officers and the Members of the Railway Board was cent per cent correct. I have no grudge against anybody; I have no personal quarrel. But I come across them and I know the way they talk to Members of Parliament. From that I can very well imagine their behaviour towards the workers. Here it is on record that 1200 letters from the various divisions that were sent to your Divisional Superintendents were not attended to and replied. All these relate to promotion and other grievances and still the matter is hanging fire. Only those persons are in the good books of the officer, who attend to their domestic needs and services. These are given in the words of Shri Frank Anthony "accelerated promotion" and favoured transfers

Now in the railways there is a vast ocean of corruption. Who will not be happy if we can remove that corruption? But that corruption could not be removed, whatever the steps you might take unless the accelerated promotion and favouritism are removed.

Mr. Speaker: May I ask the hon. Member one question?

Shri Rajendra Singh: I shall take only five minutes. I have no regional interest to plead. I am not asking for conversion from metre-gauge to broad-gauge either.

Mr. Speaker: I have already given him twenty minutes. I will ask one

question. The hon. Member is pleading for the railway workers. Now is there a case where any of the conferences of labour or trade union have suggested ways and means of controlling all these accidents by themselves? In all the conferences, we find, they discuss their conditions of service and their difficulties After the freedom was won, whether earlier or later, have they ever tried to go into the accidents, late running of trains or the despatch of goods and find out how to avoid them? Was any single resolution adopted or attempt made or any committee appointed by any of the workers towards this goal after the nationalisation of this Industry?

Shri Rajendra Singh: It is here that the All India Railwaymen's Federation comes in

Mr. Speaker: You may plead for them But have they passed any resolution?

Shri Rajendra Singh: I am prepared to give the documents to the Minister I still maintain that if the workers who are patriots, who are organising and leading these trade union movements, are taken into confidence by the Minister as he takes the Railway Board into his confidence, then within six months there will not be so much of corruption and it will be greatly diminished It will be the same whether it is a question of corruption of late-running of trains or accidents These things cannot be improved if the real representatives of the people are victimised, if they are humiliated, if they are treated in such a savage manner as the Railway Ministry have been doing so far

Shri Surendranath Dwivedy (Kendiapara) If I may reply to your question, Sir, there are detailed proposals made by the All India Railwaymen's Federation to that effect many times

Mr. Speaker: Have they advised their own members about anything? I have got two baskets of mangoes sent from Banaras. Only one came to me and even that contained only one rotten mango though hundred were sent to me. I am not attributing this to the Railway Minister. But nobody prevents the workers from coming together to go into this After all, they are the citizens of this country If they are not satisfied with something, merely because the Railway Minister has not taken any action, that should not prevent them from taking necessary action. They must be equally interested What is their contribution? I have no quarrel with them

Shri Nath Pai: If it is emphasized on the workers of the All India Railwaymen's Federation that this is a national property and they, as much as the Railway Board, are the guardians of them

Mr. Speaker: Why did you not appoint committees to go into accidents, late-running, thefts and so on?

Shri Nath Pai: Ask him if he is prepared to seek the co-operation of the A I R F?

Mr. Speaker: Does it mean that till then this should go on? Can I say that until the Home Minister takes the initiative I will go on committing thefts?

Shri Nath Pai: Are you hinting that the A I R F is responsible for all this?

The Minister of Railways (Shri Jagjivan Ram): In reply to the question whether the Railway Minister is prepared to co-operate with the A. I. R. F. I may inform him that I have already requested Mr. Peter Alwares for this and said "I seek your co-operation in reducing corruption among the staff which you and I are both aware of". He said that he will co-operate. Then I asked him whether they are going to pass a resolution on a very small point I had suggested. I said "if you do this, I will say that you are earnest about it and we have your full co-operation" on this point.

Shri Nath Pai: As an office-bearer of the A I R F I can assure him that in enhancing the efficiency of the railways, in avoiding delays, in seeing all these malpractices are rooted out, we will go to any extent that is possible We want to see that the constructive proposals we make are not turned down because they come from an unrecognized Federation and that they are considered on their merits Does the Railway Minister give this assurance? It is unfair to us if you ask me only for an assurance What about their assurance?

Mr. Speaker: I am only saying why should you make one a condition precedent to the other? Can I say until some action is taken by the other side, I will go on committing thefts? No, no Therefore, these are independent matters Independently of the Railway Minister, members who are in charges of the unions must advise workers in the matter They must tell them "without your knowledge these thefts cannot take place, nor the stoppage of trains" Now the general community is put to inconvenience because of this What action has been taken in the matter

Shri Nath Pai: Unconditionally we pass a resolution But its implementation depends on his co-operation

Shri T. B. Vittal Rao (Khammam) Every trade union has passed resolution that corruption should be rooted out

Mr. Speaker: Then why not appoint committees of their own accord?

Shri Nath Pai: Barkis is willing The question is whether Peggotty is willing

Shri Rajendra Singh: The Railway Minister referred to Mr Peter Alwares Mr Peter Alwares is not here But as my colleague Shri Nath Pai has pointed out, if it is a question of eliminating corruption, if it is a question of increasing efficiency, if it is a question of honestly seeking the co-operation of the workers, I can assure him that the All India Railwaymen's Federation will go to any length at any time I am proud of the fact that I am associated with the All India Railwaymen's Federation Since I am closely connected with railwaymen I can tell you that there is not a single instance of an office-bearer of any railmen's union who has ever been charged with corruption, inefficiency or other heinous Of course, at times some people may be found guilty of misbehaving with certain officers I feel sorry when I am reminded of Shri Priya Gupta, whose honesty, whose integrity, whose patriotism are second to none in this country What have we done to him? He might have misbehaved with his predecessor I do not want to go into the merits of the case What have we done to him, such a patriotic gentleman? We have rejected him without following even the same principles of legality Today morning the hon Home Minister referred to the charges that have been established against high officers who have been guilty of corruption But that matter is still pending in the U P S C But here when a patriot has misbehaved—he might have misbehaved on the heat of the moment, nobody can be free from that—he has been dismissed without the observance of the principles of legality I ask is this the way you seek the co-operation of the workers? When you dismiss a leader like Shri Priya Gupta without much rhyme or reason, you can imagine the depth or extent of resentment against you that you create in the minds of those who hold him so dear

Mr. Speaker: The hon Member's time is up

Shri Rajendra Singh. One minute only About retrenchment the hon Railway Minister has said

Mr. Speaker. I have allowed him thirty minutes already

Shri Rajendra Singh: Thirty minutes?

Mr. Speaker: Yes He started at 12.20 and it is now 12 50 Very well, one minute more

Shri Rajendra Singh: The hon Railway Minister in his answers outside in reply to certain questions has said that he is not going to make any retrenchment of the people who are working in the railways Whatever his intention might be, in practice it is full of mischief He has admitted on his own that there are 2,50,000 workers in the Railways They perform as much essential work as the much-praised Chairman of the Railway Board does They are as much vital for the running of the trains or for the maintenance of railway transportation as those in the highest of services But they are termed casual Though a person is working there for ten years, five years, three years or two years, he is termed casual Of such casual workers a list is going to be made

Under Demand No 4 the Railway Board has issued a direction to the General Managers It says

> "The Board are of the view that a stage has been reached when substantial reduction should be possible in the strength of the staff, owing to the cessation of various activities for which the staff was sanctioned"

It further says

> "The Board desire that all dead wood should now be firmly and energetically cut out The staff so released could be absorbed against future vacancies on account of normal wastage and recruitment should accordingly be suitably adjusted It is further desired "

Now, it is most important—

> "It is further desired that sanction to temporary posts in all categories which have not been filled for six months should be treated as having lapsed Apart from a close scrutiny of proposals for sanction of new posts or for extending sanction to existing temporary posts or for making them permanent a review should be made of existing sanctions for temporary posts generally to see which posts can be surrendered by a suitable re-arrangement of work"

Anybody who is alive to the problem of unemployment in our country can see what a dreadful effect eventually it will have on the workers or on the problem of unemployment A very devilish device has been brought into being Now, even those workers who were not required to be medically examined are being asked to go for medical examination Those who have put in 15, 20 or 25 years' service cannot be found so medically fit because no specific standards and no precise rules were framed previously, that is, at the time when they were appointed Now you can lay exaggerated standards and ask the people to conform to them People would not conform to them and naturally you would say, "You are not fit Please go away Now you have to take care of yourself"

So, these are the things which I place before you Of course, many things I could not say for want of time

Shri Barman (Cooch-Bihar—Reserved—Sch castes) Mr Speaker, Sir, so long we have heard many speeches from hon Members accusing the railway administration in several operations I do not deny that there is inefficiency, there is corruption and there are certain cases of misbehaviour by responsible officers, but at the same time let not the impression go that this vast organisation, which is doing yeoman service to the country, is all of that type—inefficient and corrupt After all, this is a national industry which has its root and branches throughout the length and breadth of our vast country and lakhs and lakhs of officers are responsible for running the administration in several spheres of activity So long as our national character, as a whole, does not improve we can very well

[Shri Barman]

imagine that there will be black sheep here and there. But if we take an overall view of the situation and the operation of this vast administration—I mean the Railways—we have to admit that they are doing a very responsible job and in a commendable manner.

I would only like to stress one point which, I think, is very important, namely, whenever any responsible officer or the Railway Board gets any complaint from any hon. Member of this House, he should not be satisfied only by an enquiry but should also inform the result of the enquiry to the respective hon. Member. That will eliminate a lot of discussion in this House and sweeping accusations. Personally, I have to complain myself that on two serious occasions, which are within my personal cognisance, I made complaints and there had been an enquiry so far as I know in one case but no reply has yet been received by me about the result of the enquiry. If this system be strictly adhered to that after an enquiry regarding any complaint the result is intimated to the hon. Member, he need not mention it on the floor of this House and, I think, there will be some toning up of the efficiency of the administration

We bank too much on the efficiency of the Railway administration Many of our hopes depend on the successful running of this great industry. I may mention that this is the only administrative department of the Government which has got a lot of autonomy. The financial operation of this administration is absolutely separate from our Finance Ministry In the developing economy of India, we consider that each administrative ministry should be given more and more financial powers so that the bureaucratic way of transacting that is at present being done in the Finance Ministry may be lightened to a great extent. That this Railway Board is successful to a great extent in having a separate financial or rather the absolute separate administration is also evidenced by the fact that from time to time hon. Members of this House are also asking the Government to consider whether the P. & T. finance can also be separated and made exclusively responsible. That is one way of our looking at things, that is, that if the Railway Board runs successfully this great administration, gradually the P. & T. and maybe some of the ministries that may grow in volume may have more autonomous powers so far as its finance is concerned.

13 hrs.

There is another matter which also depends on the railway administration to show us the way. We are in a socialistic pattern of economy, we want more and more that our Government, or each department should be self-sufficient in its requirements and needs, not only in the matter of administration but also its physical needs In this respect I find that there are certain instances in which the Railway Board has succeeded commendably

I may mention in this connection that in Chittaranjan we have seen that a public industry not only succeeds as good as any private industry, but sometimes it excels private industry When we compare the efficiency of Chittaranjan with TELCO we find that TELCO is charging us extortionate prices for the engines that it supplies. If our public undertakings are successful, then we can, with confidence, take up more and more work in the public sector, and in this Chittaranjan has shown the way, and we hope it will do better gradually

As regards TELCO, I want to mention only one thing while this matter is still under the consideration of the Tariff Commission Apart from other financial matters or the amount of profit that TELCO is making, we know that TELCO personnel get more pay than those in comparable cadres in Chittaranjan. An engineer is paid

more in TELCO than his counterpart in Chittaranjan. I mention this fact to impress upon the House that in our private industries generally the pay scale is much more than in our public industries. That is a great headache to us in the public sector.

We have heard so many complaints from so many public undertakings that as soon as a person gets trained by our institution and becomes a little more efficient, he leaves our job and joins a private undertaking because he is offered more pay there. I have no grudge against any efficient man getting more pay, but the problem is that if our undertakings cannot pay as much as the private undertaking does, then it will become difficult for us to run the public sector efficiently.

The private undertaking may pay more to its employees, but after all, it is, along with the profit, charged to the consumer. So, it is the consumer that suffers ultimately. This is a strange economy where we cannot pay our own Government servants and those who work in the public undertaking to the extent we would like to. So, there is no reason why we should allow private industries to pay sumptuously and much more than we can pay in our public undertakings.

I shall refer to another industry in the public sector run by railways—the Perambur Coach Factory. It is doing exceedingly well, and we find that in course of time the prices of coaches have been coming down at a fast pace. We need another coach-building factory in M.G. coaches. I have got the impression that the men working at Perambur have got the confidence to instal an M.G. coach factory by their own intelligence and experience. If we can do that, certainly it would be a great encouragement not only to the country, but also to our finance as a whole.

As regards operational efficiency, I would like to mention only one fact. I have been casually associated with one of the commercial clerks' associations. I am not pleading here for them specially, but what I say is this. I have had a complaint that in some of the railways uniforms are supplied, while in others they are denied. There should not be any discrimination as between the railways.

But generally, what I want to say is this, that if we cannot increase their pay scale to an amount which we would like to, we can certainly look to their amenities. I would request the hon. Minister to consider providing more amenities to the low paid employees in the railways, so that their low pay scale may be supplemented by amenities as regards their living and housing conditions, the education of their children, uniforms etc.

Next, I want to mention one fact for the consideration of the hon. Minister. I refer to the second Assam link. I do not stand here just to say again and again that the suggestions once made by the Bengal and Assam Members regarding the survey of another route which will avoid the difficult river of Torsa should be considered seriously. The present alignment which, I understand, has been finalised by the Railway Board will face the same difficulty as the present link. The minority report of the Stabilisation Committee clearly says that bridging over Torsa is very uncertain and it will be very costly. While we can have an alternate route, another alignment which can avoid this river, I do not know why the Railway Ministry has abandoned the idea of surveying it. Though at one time the hon. Minister himself by his letter as well in a press statement had assured that both the alignments would be surveyed, why it is not going to be surveyed at all now is a problem to me.

Apart from that, I would like to mention especially what the hon. Minister has said in the other House. In the other House, in the course of his reply, he has said that there is great competition, rather serious competition, beween road transport and

[Shri Barman]

rail transport, and in the national interest, there should not be any such competition. But may I say that the present alignment which has been surveyed, and which is going to be accepted, or rather, which has been accepted, belies what the hon. Minister has himself assured?

There is the National Highway No. 31 running through my constituency in the district of Jalpaiguri. The present alignment just runs alongside this national highway That being the case, who will go and take the trouble of sending goods by rail? I do not mean trouble exactly, but what I mean is that in road transport, there is quicker transit. That is accepted on all hands As for delivery of goods to the spot etc. there are certain other advantages. That is one of the main reasons why in this competition the railways go down And why should the Railway Minister himself again commit that mistake which, he himself says, should be avoided in the national interest? That is another factor to be considered.

As regards the engineering side, a layman cannot say 'No' to the engineer or to the expert.

12.12 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

But so far as the bridging of the river Torsa in an uncertain manner, which has been objected to by the minority of the Stabilisation Committee, is concerned, I hope he will think over it again.

I feel that the Railway Ministry which has got an autonomous body like the Railway Board, which enjoys exceptional powers which are not given to other departmental chiefs, should try their level best to set their house in order. Though there are lakhs and lakhs of employees under them, yet, if they improve their organisational methods and also look to the interest of the low-paid employees and make them satisfied, I hope they will succeed exceedingly well, and will be an example for other departments to follow.

Dr. P. Subbarayan (Tiruchengode): One complaint that the hon. Minister of Railways has made is that the competition with road transport has become such that the railway revenues have gone down. I rather agree with him in this But what is the remedy? That is the question at issue. Generally, on calculated cost, it will be found that road transport is more expensive than railway transport, especially in the carriage of goods. But the reason why road transport is preferred to railway transport is that sometimes, the road transport people are able to take the goods from door to door, whereas in the railways, you have got to put it into the wagon and take it out at the station and then convey the same to its destination Even if you calculate that cost, you will find that it is cheaper to send by rail. But there are one or two matters which should engage the attention of the Ministry

The one reason why there is preference for road transport is that in the railways, you send goods by the open wagon, which leads to pilferage at times, whereas the road transport people take the goods by covered lorries; therefore, the tendency of the man who sends his goods is to prefer the road transport, especially, over short distances Still, I think, on the whole, when we come to consider the question, we shall find that the railways will be preferred, because the cost is cheaper, and besides, the railways provide better facilities for transport of goods than the road transport does

Some people have stated that especially with the budget that was presented the other day with the taxes on tyres and diesel oil, the Finance Minister has come to the help of his colleague, because that would make road transport dearer and so, the rail

transport will be benefited I do not think they will be correct in this

Shri Jagjivan Ram: I shall also pay heavily on the diesel

Dr. P. Subbarayan: You will pay on the diesel, but then you have steam engines The hon Minister seems to think of diesel engines, but I would like to know the comparative haulage of diesel engines as compared to what is carried by steam traction, if he calculates, he will find that steam traction carries nearly 80 to 85 per cent of the traffic, and, therefore I do not think he need say that the help that his hon colleague has given to him is not going to work in his favour I, on the other hand feel that it will work in his favour, which, I think, is to the good because, I feel that the railways are a national asset and everything should be done to make the railways pay

Compared to Railway systems in other countries, I think we are in a better position Especially in the continent of Europe I know road transport is very competitive with regard to the railways, and most of the European railways are losing on the working of their systems In the Soviet Union I know they prefer the rail transport to road transport, and they control it in such a manner that road transport is only allowed in places where rail transport is not possible But that is a different system of government, and I do not know whether we shall have the power to do the same here though, I think, we do possess enough powers of control to coordinate road rail and sea transport

We should not forget sea transport also in this connection, because, I think, coastal shipping is very important from the point of view of traffic, especially of goods traffic But I should like to mention one or two instances why the passengers prefer the road transport to that by rail From Nellore to Madras, it is a distance of about a hundred miles, and you can go by bus in about three to three and a half hours, whereas the train takes anything between five and seven hours sometimes Naturally, a person who is in a hurry prefers to travel by road rather than by rail I think some method should be found by the Railway Board and the Ministry to try and speed up trains

I know there are disadvantages in rail transport, because there is always the question of a single-line track and a single-line track does not allow the trains to travel as quickly as they could, if there was double-line track I am glad there is a system by which the line between Bezwada and Gudur is going to be doubled I hope it will be continued up to Madras as well, because merely taking it to Gudur will not solve the problem that would arise After all Madras is the centre, and if you are thinking of a double track, it should be taken right up to Madras and not left at Gudur

I also think that electrification will improve the situation As electric supply in my State of Madras is going to be better and better, I would recommend to the hon Minister the electrification of the track between Madras and Arkonam at least for the present I am glad the hon Minister has mentioned that the electrification between Madras and Villupuram will be completed as quickly as it can be. I think as my hon friend Dr Krishnaswami has mentioned, the question of Vriddachalam should also be taken into consideration, because that is on the chord line, which makes it shorter, and it will be much better if electrification goes up to Vriddachalam as well I do not want to press the Minister hard on this matter, but I think it is a matter which he ought to keep in consideration with regard to electrification The station yard in Madras is to be improved because the hon Minister would have seen for himself that there is a congestion of trains in the Madras Central and for the large traffic that flows into the city of Madras he would have himself found that the platforms are not sufficient for the incoming and outgoing

[Dr P Subbarayan]

trains I know something is being done and the work has been taken on hand but it could be expedited because the incoming trains are sometimes delayed for want of platforms at Madras Central

Of course there is the question of the Salem-Hosur-Bangalore line which has been raised time and again by my hon friends I am sure the hon Minister realises that this connection would connect the north and the south and there need not be transhipment of goods Goods can go by one gauge if this connection is made But I know that there are difficulties of finance Other important lines are getting the attention of the Board and the Minister At the same time I would like him to keep this in view and see what could be done because the narrow gauge line is still there though there are no rails on it Some of the stations which I have seen in my travels are being neglected At least they can keep these things going so that this line will come in at some stage or the other because it is an important link especially in the metre gauge system which will link the north and the south That is the only reason why I am pleading for it I am not pleading from a State or provincial angle but in the larger national interest and I feel that this line will be the most important in connecting the north and the south There are other lines in the south which I would like to mention but I do not want to make my catalogue of grievances bigger than it is I know the difficulties the Railway Board and the Minister work under But at the same time these are matters which they have to take into consideration

The hon Minister has pleaded for one union on the railways But in spite of the attempts he has made I am afraid he has not proved very successful But I hope he will keep this in mind and get one union working, because the railway is the largest employer of labour in this country and if there can be one union it will be to the satisfaction of both the employer and the employee because they will know whom to deal with I find my friend Shri Frank Anthony complaining about some of the things that he put forward to the Minister and that he gets no reply and he gets a usual reply from the Railway Board saying that the matter cannot be considered On the other hand if Shri Anthony himself will work for one union instead of fighting for the representation of a particular union, then he will find that he will get the advantage of both the system of one union and he need not complain as he did on the floor of the House that the complaint that he brings forward to the Minister goes unattended It is the duty of the labour leaders not to think of politics and the particular advantage they get to their unions but to work in the interest of employees so that one union may bring about the system by which advantage would be gained by the employees because they will have a right channel of communication with the Railway Board

As I have said the question of rail road transport is not as easy as it seems It is the most difficult matter and I think both the Minister for Transport and the Minister in charge of Railways will have to work together and consider what is best in the interest of the country They should bear in mind the economy of the country and see what is of advantage to the country and what brings to the country the largest income through the working of these transport systems I am sure if there is co-ordination between the Railway and the Tran port Ministries this could be achieved and I leave it to the Minister to deal with it as best as he can in consultation with his colleague, the Minister of Transport On the whole I think we have not done as badly as we think, over the railways because in spite of the cost index having gone up to about 400 the railway freight as well as passenger fares have only risen about double Therefore the railways are doing the best

they can in the circumstances and we must bear in mind that the cost of living index has risen to about 400 compared to 20 years ago.

I, therefore, hope that the hon. Minister will take into consideration some of the points I have made and will do what he can to bring about co-ordination especially of road-rail transport of which he complained in his Budget speech.

सरदार अ० सिं० सहगल (जजगीर) उपाध्यक्ष जी, माननीय रेलवे मंत्री जी ने जो रेलवे बजट पेश किया है मैं उस का समर्थन करने के लिये खडा हुआ हू ।

कई बातो मे उन्हो ने व्यावहारिकता का रूप दिया है, मसलन उन्हो ने प्रधान मंत्री जी के जन्म दिवस पर बच्चो के लिये जो रेलगाडी दी है वह निश्चय ही एक प्रशंसनीय चीज है । मैं चाहूगा कि वे इस तरह की भेट हमारे देश के दूसरे हिस्सो को भी देने पर विचार करे ।

रेलवे सफर के दौरान मे खाने पीने की जो दिक्कते थी और उन के कारण जो कष्ट होता था उस को दूर करने की दिशा मे उन्हो ने डिपार्टमेंटल केटरिंग चालू कर के जो कदम उठाया है वह प्रशसनीय है । हो सकता है कि उस मे कुछ खामिया हो लेकिन हमे यह मानना पडेगा कि यह एक बहुत अच्छी चीज है और इसे अमल मे लाना चाहिये । इस के साथ ही साथ मैं यह बतलाना चाहता हू कि बीना-कटनी और कटनी-बिलासपुर सेक्शन पर इन चीजो की काफी कमी है । वहा पर भी इस को लागू करने की कृपा करे ।

कठिन गर्मी के दिनो मे ट्रेनो में जो सोडा और बर्फ मिलती थी उस का विक्रय वह बन्द करने जा रहे है । मैं उन से प्रार्थना करूगा कि यह सवारियो के लिये और रेलवे एडमिनिस्ट्रेशन के लिये भी हितकर नही होगा । गर्मी के दिनों मे लोग गाड़ी से उतर कर जायें और पानी ले कर आवें उस में बहुत असुविधा होगी और उस मे सफाई आदि का भी उतना ध्यान नही रखा जायेगा जैसाकि होना चाहिये । इसलिये मैं चाहूगा कि इस पर आप गौर करे । आप जो अमेनीटीज दे रहे हैं उन का आप उन अमेनिटीज से मुकाबला करे जोकि विदेशों मे दी जाती हैं । इन पर क्लाइमेटिक कडीशन्स मे अन्तर होते हुए भी ये चीजे दी जा रही हैं ।

रेलवे मे फैले हुए भ्रष्टाचार की ओर रेलवे मत्री का ध्यान है यह बडी अच्छी बात है । जब तक इस दिशा मे कडा कदम नही उठाया जायेगा तब तक यह चीज रुक नही सकती । आम लोगो का खयाल है कि जो रनिंग ट्रेन्स मे चोरिया होती है उन में चोरो के साथ रेलवे का रनिंग स्टाफ और यार्ड मे काम करने वाले मिले रहते है । इस ओर वाच एंड वार्ड डिपार्टमेंट और जी० आर० पी० अगर पूरी तरह सतर्क नहीं है तो हमे इस ओर उन का ध्यान दिलाना चाहिये । पारसल और माल को उतारने चढाने मे चोरी होती है और मैं समझता हू कि अगर काम करने वाला स्टाफ सतर्क रहे तो ये चोरिया रोकी जा सकती है और काफी सुधार हो सकता है ।

बडे-बडे जक्शनो मे कोयले की चोरी की बाजारो मे आम चर्चा है । इसे भी हमें रोकना चाहिये । इसे रोक कर हम लाखो रुपया का लाभ कर सकते है ।

रेलवे मंत्री जी ने सन् १९५८ मे ट्रैफिक के अन्दर ४ ६२ करोड का घाटा बताया है । पर उस के जो उन्हो ने कारण बताये है वे तर्क सगत नही मालूम होते । मसलन पैसेजर ट्रैफिक की आमदनी मे भी कमी दिखायी गयी है । जब हमारी रेलवेज पर इतना ओवरक्राउडिंग है और उस के निराकरण की जल्दी कोई सम्भावना भी नहीं है,

[सरदार अ० सि० सहगल]

तो मै कह सकता हू कि यह दलील ठीक नही है ।

मोटर बस पैसेजर ट्रासपोर्ट भी अपनी बढ़ती हुई हालत म है । कई प्रान्तो मे वहा के शासन ने उस का राष्ट्रीयकरण कर के उस की तरक्की की है । इस के साथ ही प्राईवेट आपरेटरो ने भी ज्यादा तादाद में बस चलाना शुरू कर दिया है । उस का लाभ भी लोगो को मिल रहा है । यह भी एक कारण हो सकता है ।

कई जगह प्राइवट बस-आपरेटरो ने बडी-बडी इकाइया—वायेबल यूनिट्स—बनाई है । उन का आवश्यक निर्देशन भी केन्द्र से होना अति आवश्यक है ।

प्लानिग कमीशन ने पैसेंजर बस यातायात मे सहकारिता के आधार पर भी ट्रासपोर्ट चलाने की ओर ध्यान आकर्षित किया है, तथा उस के लिये मोटर व्हीकल एक्ट में उसे प्राथमिकता भी दी है । यह खुशी की बात है । परन्तु अभी भी कई प्रान्तो मे—खासकर मेरे यहा—वायेबल यूनिट्स मानोपली बेसिस पर काम कर रहे है । स्टेट ट्रास्पोर्ट एसोसियेशन और रिजनल ट्रास्पोर्ट एसोसियेशन का भी रुख को-आपरेटिव्ज की तरफ ठीक नही है । आल इडिया मोटर यूनियन काग्रेस बगलौर इस ओर प्रयत्नशील है कि को-आपरेटिव्ज की यह प्राथमिकता प्राईवेट कम्पनियो द्वारा वायेबल यूनिट बना लेने पर बन्द कर दी जाये । यह एक गलत कदम होगा । इस ओर खास कर मध्य प्रदेश गवर्नमेट का ध्यान रेलवे मत्रालय के मार्फत खीचना चाहिये कि मोटर व्हीकल एक्ट मे इस प्रकार के रूल न बनाये जाये । यह खुशी की बात है कि छत्तीसगढ एरिया में को-आपरेकिव मोटर यूनियन सर्विसिज बन रही हैं । को-आपरेटिव रजिस्ट्रेशन के नियम सरल होने चाहिये और उन नियमो में इस बात की गुजाइश होनी चाहिये कि रजिस्ट्रेशन जल्दी मे जल्दी हो जाय ।

प्राइवेट सैक्टर ने गुड्स कैरियर्ज को काफी अच्छी तरह शुरू में उन को जो बढ़ावा दिया है, उस से घबराने की जरूरत नही है । यह कहा गया है कि उस से भी आमदनी में कमी हुई है । लेकिन हमें इस बात का भी ध्यान रखना चाहिये कि जनता—खासकर व्यापारी वर्ग—रेलवे मे बढते हुए भ्रष्टाचार तथा चोरी मे तग है और उन के माल को लाने ले जाने मे बडी रुकावट होती है । दूसरी तरफ मोटर बस वाले कम समय मे सुभीते से उन का माल पहुचा देते है । इसलिये इस को रोकना और किसी प्रकार का बन्धन लगाना जनता और रेलवे के लिये अच्छा नही होगा । गल्ले के मगाने तथा भेजने मे जो कमी बताई गई है उस का कारण यह भी है कि उन पर केन्द्र द्वारा निर्यात-आयात पर काफी प्रतिबन्ध है । वैगना के एलाटमेट के सम्बन्ध मे यह बताया गया कि वैगन काफी मात्रा मे है, पर व्यापारी और जनता का अनुभव इस के विपरीत है । वैगन मागने पर मिलाते नही है और बिना यूज के पडे रहा है मै मध्य प्रदेश के विषय मे कहने के लिये तैयार हू कि बीडी पत्ता, टिम्बर तथा धान चावल के एलाटमेट पर व्यापारियो को हमेशा काफी शिकायत रहती है और कई बार उच्च अधिकारियो के पास जा कर इन बातो को तय करना पडता है । मै यह निवेदन करना चाहता हू कि भिलाई, कोरबा और राउरकेला के बढ़े हुए कामो को ध्यान मे रख कर इस ओर अधिक ध्यान देना चाहिये और इस प्रकार व्यापारियो का विश्वास प्राप्त करना चाहिये और उन की मदद करनी चाहिये । स्टाफ पर भी हमारा कडा नियत्रण होना चाहिये । व्यापारियो पर भी इस सम्बन्ध में काफी नियत्रण रखना चाहिये, ताकि इन्डेन्ट करने मे जो अनुचित लाभ होता है, उस को रोका जाये और झूटे फार्म न भरे जायें ।

इसलिये यह जरूरी है कि फार्वर्डिंग नोट के लिये फार्म का दाम लेना चाहिये, जोकि करीब दस या बारह नये पैसे हो । इडेन्ट के लिये इस समय बीस रुपये जमा किये जाते हैं, जोकि रिफडेबल है । मैं यह कहना चाहता हू कि कम से कम पच्चीस रुपये जमा किये जाने चाहियें और वे रिफडेबल न हो । इस तरह हम बोगस इन्डेन्ट्स को रोक सकेंगे ।

यात्रियो की सुविधा के लिये मत्रालय ने लम्बी यात्राओ के लिये फर्स्ट और थर्ड क्लास की बोगी गाडी मे लगाने की व्यवस्था की है । यात्रीगण भी इस का लाभ उठा रहे हैं । मैं यह प्रार्थना करना चाहता हू कि बिलासपुर और दिल्ली के बीच मे भी इस तरह की व्यवस्था करनी चाहिये । यही नही, बल्कि बिलासपुर से बीना तक एक एक्सप्रेस गाडी का होना आवश्यक है । अगर वह डिब्बा चाहे डाक गाडी मे और चाहे पठानकोट एक्सप्रेस मे लगा दिया जाय तो यात्री चौबीस घटो मे दिल्ली पहुच सकते हैं । मैं यह कहना चाहता हू कि जब से रेलवे बनी है बीना कटनी सैक्शन में अभी तक कोई फास्ट ट्रेन नही है जिस के कारण वहा के लोगो को बहुत तकलीफ होती है । अगर मेरे सुझाव पर अमल किया जाय, तो छत्तीसगढ के लोग चौबीस घटो मे दिल्ली पहुच सकेंगे ।

लोहे तथा स्टील मत्रालय ने अपने पत्र तारीख २२-१-५८ सख्या २२(११)५७ मे आफीसर्ज और स्टाफ के लिये कस्ट्रक्शन एलाउन्स देने का निर्णय किया है, जोकि भिलाई, दुर्गापूर और राउरकेला मे है । उसी आधार पर मैं रेलवे मत्रालय से प्रार्थना करना चाहता हू कि इन स्थानो पर रेलवे कर्मचारी काम कर रहे है, उन को भी यह एलाउस देने की तजवीज पर विचार किया जाये । उन लोगो ने आप लोगो के पास शिकायतें की है और हम लोगो के पास भी शिकायतें हैं। हम चाहते है कि मत्री महोदय इस पर ठडे दिल से विचार करे । जब लोहे और स्टील का मत्रालय इस प्रकार की फैसिलिटीज देने के लिये तैयार है, तो फिर रेलवे मत्रालय को भी ये फैसिलिटीज देनी चाहिये ।

अब मैं खडकपुर के व्यापारियो की शिकायतो के बारे मे कुछ अर्ज करना चाहता हू । मेरे भाई सरदार अजित सिह सरहदी भी वहा गये हुए थे । उन व्यापारियो को अभी तक मुलाकात का मौका नही मिला है और उन की सुनवाई नही हुई है । मैं नही कह सकता कि किस वजह से व्यापारियो की बातें नही सुनी जा रही है । मैं चाहूगा कि मत्रालय उन की बातो को सुनने की कृपा करे और कोई तरकीब निकाल कर उन की मागो की पूर्ति करे ।

श्री जगजीवन राम बाते क्या है ?

सरदार अ० सि० सहगल : रेलवे स्टाफ की एजूकेशन तथा सोशल वेलफेयर की ओर भी मत्री जी ने प्रकाश डाला है । आज भी स्टाफ के लिये क्वार्टर नही है । निम्नवर्गीय स्टाफ की तरफ इस विषय मे खास तौर पर ध्यान देने की जरूरत है ।

बिलासपुर डिविजन मे कई स्टेशनो में अभी भी पर्मानेंट स्टेशन मास्टर नही हैं । यह उचित बात नही है । भिलाई राउरकेला तक डबलिंग हो चुकी है । इन के बीच जहा ओवर-ब्रिज नही है, वहा और खासकर हामदो और शिवोनाथ पर दूसरा पुल भी बनाया जाना चाहिए । अकलतरा स्टेशन पर गुड्ज शेड के लिए जनता की मागो के बावजद भी रेलवे अथारिटीज की ज़िद समयानुकल और उचित नही है और अभी तक उन पर उचित कार्यवाही नही हुई है ।

क्लास थ्री और फोर के जो एम्पलाईज खडकपुर मे रहते है, उन को माननीय सदस्य श्री अजित सिंह सरहदी ने और दूसरे माननीय सदस्यो ने देखा है । उन के बारे में पत्र-व्यवहार

[सरदार अ० सि० सहगल]

भी हुआ है । मैं प्रार्थना करना चाहता हू कि उन की हालत को सुधारने की कोशिश की जाये ।

हमारे कुछ मित्रो ने पैसेजर एमिनिटीज के बारे मे कहा कि वे उतनी नही है, जितनी कि चाहिए । शायद हमारे मित्रो ने बाहर जा कर देखने की कोशिश नही की । मैं कहना चाहता हू कि कम से कम जापान और चाइना की पैसेजर एमिनिटीज और हमारी पैसेजर एमिनिटीज मे कितना ज्यादा फर्क है, माननीय सदस्य यह देखे । हमारे यहा जापान और चाइना की निस्बत काफी अच्छा प्रबन्ध है । मैं यह कहना चाहता हू कि कोई भी बात बिना जानकारी प्राप्त किये सदन के सामने रखना कदापि अच्छा नही है ।

मैं माननीय मत्री का ध्यान कलकत्ता से नागपुर तक के लिए एक जनता एक्सप्रेस गाडी या एक डी-लक्स गाडी चलाये जाने की ओर भी विशेष तौर से दिलाना चाहता हू । यदि वह चाहे तो जनता गाडी चला सकते है और यदि चाहे तो डी-लक्स चला सकते है । आज भी वहा दो पैसेजर और एक डाक गाडी चलती है । आपने लाइन को डबल तो कर दिया है और यह आपका काम करीब-करीब खत्म होने जा रहा है । मैं प्रार्थना करता हू कि अब आपको डाक गाडियो की स्पीड को भी बढाना चाहिये और साथ ही साथ जनता या डी-लक्स, जो भी आप मुनासिब समझे, कलकत्ता से लेकरके नागपुर तक देने की कृपा करे ।

मैं यह भी चाहता हू कि आप हमारे यहा डिविजनल हैडक्वार्टर रखे । अभी तक आपने वहा रिजनल हैडक्वार्टर रखा हुआ है । आपके कुछ दफ्तर नागपुर मे भी थे जिन को आप धीरे-धीरे ट्रासफर कर रहे हैं । मैं समझता हू यह अच्छा होगा अगर वहा डिविजनल हैडक्वार्टर कायम कर दिया जाये जिस तरह से आपने दूसरी रेलवेज पर किया हुआ है ।

इसके साथ ही साथ मैं यह भी कहना चाहता हू कि जब नया मध्य प्रदेश बना था उस वक्त आपने आश्वासन दिया था कि जिन इलाको मे रेले नही है वहा हम रेलें देगे । मैं चाहता हू कि मध्य प्रदेश की गवर्नमेंट की तरफ से इस बारे मे जो भी माग की जाये, उस पर आप गौर करने की कृपा करे ताकि जो कमिया रह गई है, वे दूर हो सके ।

सतना, रीवा और गोबिन्दगढ करीब-करीब ४४ मील का टुकडा है । आपने वहा पर रेलवे लाइन बिछाने के लिए सर्वे किया है और आपको पता चल गया होगा कि उससे फायदा होगा या नही होगा । इस लाइन को बिछा देने से कई लाभ मध्य प्रदेश को पहुच सकते है और वहा कोल भी है । वह बिहार से आसानी से मिलाया जा सकता है । मैं चाहता हू कि इस बारे मे भी आप जल्दी से जल्दी निर्णय करे ताकि उस इलाके का विकास सम्भव हो सके ।

अन्त मे मैं इतना ही कहना चाहता हू कि जो सुझाव मैने दिये है, उन पर गौर किया जाये । रेलवे बोर्ड के बारे मे मेरे मित्रो ने जो कुछ कहा है और उसके खिलाफ चार्ज लगाये है, मैं उनको निराधार समझता हू और मैं रेलवे बोर्ड को टिफेड करूगा । रेलवे बोर्ड ने जिस सतर्कता और ईमानदारी के साथ काम किया है, उसकी मैं प्रशसा करता हू और जिस खूबी के साथ उसके अफसर कार्य कर रहे हैं, उसके लिए मैं उनको तथा माननीय मत्री महोदय को बधाई देता हू । गगा के ऊपर उसके अफसरो द्वारा जिस पुल का निर्माण किया गया है और जितनी जल्दी यह काम किया गया है, उसके लिए भी वे बधाई के पात्र है ।

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Mr. Deputy-Speaker, Sir, it is gratifying indeed that so many hon Members have said good words about the railways We are very thankful to them.

Some hon Members have also levelled criticisms. We are thankful to them also On the whole, there has been an awareness of the difficulties of the railways and an appreciation of the achievements of the railways I assure this House on behalf of the Ministry that the criticisms will not lull us into complacency but will act as a spur to greater activities to realise the targets that are still expected of them

Some hon Members have made sound criticisms, some of which I shall deal with There is the question of compensation claims Many hon Members have referred to this aspect and also to the pilferage of consignments, consignments lost in transit, delays and so on Quite rightly these criticisms are just in the context of the keen competition from the roads It has been said that road transport was able to deliver the goods in time and with safety I am sure that these observations deserve full consideration

No doubt we have done a good bit, but I must admit that much remains to be done For instance, the Corruption Enquiry Committee, in Chapter 7, have made several suggestions We have been implementing most of the suggestions The reorganization of the railway protection force and the setting up of the claims organization have already shown results

I may here point out that the figures of compensation claims given year to year at page 39 of the pamphlet *Indian Railways*, 1957-58, no doubt indicate a steady increase in the claims payments But these figures have to be correlated with the increase in traffic and the increase in the value of the goods I have before me certain figures which, ignoring the traffic in commodities such as coal and metallic ores which are not of significance in the context of payment of claims, the House will be interested to know If the year 1953-54 is taken as 100, the corresponding indices of claims payment, after making allowance for the increase in traffic in commodity price levels for the successive financial years, are, 83 9, 80 3, 85·7 and 76·8 respectively The figures for the year 1956-57, it will be noticed, are somewhat high But that is essentially due to the many arrear claims having been settled in that year and not due to any adverse trend

In this connection, I may point out that in 1953-54 the net amount paid as compensation claims was about Rs 2 89 crores, when the tons originating, excluding coal and ore, were 48 million, and when the price level was 105 I do not want to tire the House with all the details of the successive years But last year, 1957-58, the net amount paid was Rs 3·27 crores as against Rs 3 32 crores in the previous year There is a considerable fall though the increase in the traffic has gone up to 70 million tons as against 67 million tons in the previous year This shows that there has been a considerable fall in the claims position also We are certainly taking very energetic steps and we shall continue to bring down the claims

One other point may be referred to in this connection While we are struggling with the question of claims compensation, one hon Member drew the attention of the House to the recommendation made by the Railway Freight Structure Enquiry Committee, with regard to the liability of common carriers The hon Minister, in his address, has referred to this point also, and to the difficulties in implementing the recommendation The difficulties are both legal and administrative I was just citing this point so that the House may not feel that there is any inordinate delay in implementing or considering the recommendation. As a matter of fact, though the Committee recommended that it should be implemented within one year, it is not one year yet Anyway, I am stating it so that the House may appreciate the difficulties

The railway at present is only a bailee, but if you impose the liability of common carrier, the whole legal

[Shri S V Ramaswamy]

aspect changes You have got to pay compensation for the loss in any case, barring an act of God or an act of war This is a very serious liability, and the extent of it has got to be worked out It has been pointed out to the Committee that there are several legal and practical difficulties in the way It was pointed out that the railways cannot assume responsibility for a liability which would properly fall within the jurisdiction of the State Governments Also, there is a peculiar difficulty in India There are so many break-ups of gauge points and the incidence of damage is very high in this country Other countries do not suffer from this Therefore, we have got to take that aspect also into consideration

Again, we are not so advanced in the method of packing The Committee went largely by the fact that in other countries in the west, in the United States of America, the United Kingdom, Canada and France, they have assumed a common carrier liability, but there the industrialization has so advanced that side by side the method of packing is also in an advanced stage We have not advanced to that extent So, that would depend upon the improvement of packing also

Then, there is the question of long haulage and there are climate changes in our country, due to which oftentimes goods perish So, taking all these things into consideration, we have got necessarily to go deep into this matter and understand the legal implications The committee themselves have realised that it would need a vastly improved administrative setup They have realised the difficulties Some Members have expressed doubt whether it can be implemented within one year after the coming into force of the new freight structure At any rate, they have suggested many other things which should be done simultaneously such as the revision of packing conditions They have suggested some amendment to include 'non-delivery' also within the definition of 'loss' of section 160 of the Indian Contract Act, and sections 77 and 140 of Indian Railways Act In any case, before any decision is taken, the complex issues will have to be worked out I can only assure the House that due consideration will be given to it and as soon as conditions permit, the Government's decisions will be finalised

One hon Member raised the question that there was duplication in the machinery of the R P F and the Vigilance Organisation The hon Member may not be quite correct, at any rate, he is not right in thinking that if there is a merger of both, there will be economy in the administration The Chief Security Officer has got certain functions, *viz*, to protect the property of the railways and the property entrusted to the railways That function is certainly different from the function of the Vigilance Department In any case, there is no duplication of staff The question is whether one should be merged with the other and brought under one control As it is, the Senior Deputy General Manager at the railways level is having an over-all control

Coming to the stores position, my esteemed friend, Dr Krishnaswamy, asked for a statement of stores which we can produce in this country in order to appreciate the picture and enable the House to suggest any change in planning The position is as under The following major items of railway rolling stock and other equipment which constitute the bulk of our requirements are already produced in the country Steam locomotives, carriages and wagons, major components for the above rolling stock, train lighting equipment; mechanical signalling equipment and track equipment Substantial quantities of track equipment have been developed, but not yet adequate to meet the entire requirements

We are fully alive to the necessity of creating new capacity for items of rolling stock and equipment that might be required in the future There is a Development Cell attached to the Railway Board for accelerating the development of stores items for which capacity has not been developed I may also submit that the Railway Equipment Committee is doing really good work

In 1951-52, we produced indigenously about Rs 68 crores worth of stores In 1957-58, the indigenous production of stores has gone up to Rs 158 crores, an increase of about 132 per cent in the course of six years I hope the House will appreciate that In 1955-56, out of a total purchase of stores worth Rs 126 crores, Rs 93 crores were produced indigenously In two to three years, there has been a substantial increase Out of Rs 222 crores worth of stores purchased during 1957-58, Rs 158 crores worth of stores were produced indigenously I believe the House will appreciate the progress we have made so far That does not mean that we will be complacent We are continuously taking greater interest in indigenous production It would be seen from the figures quoted, that the percentage of imports is still about 22 to 23 per cent We should certainly be happy to bring down this figure still further, so that we may not be required to go abroad for any stores

As regards electric and diesel locomotives, the plans have been drawn up to build up capacity in the country About this more will be said in detail later With regard to wagons and underframes, there has been substantial progress in the output of wagons and coaching underframes from established builders The present installed capacity is about 20,000 wagons per annum In order to meet the increased requirements by the end of the second Five Year Plan, educational orders have already been placed on ten new firms At the end of the first Plan, there was only one firm which used to supply 200 metre gauge underframes annually and the requirements of the railways were met by resorting to imports Sufficient indigenous capacity has now been located from amongst the established wagon-builders

With regard to locomotive duplicates, indigenous capacity has been located for seven important items, I need not go into them now in detail The railways have been advised not to import any of these items in future Capacity has also been located for both steam pressure gauges and vacuum gauges and bulk orders have been placed

With regard to signalling equipment, there are two types of signalling equipment—mechanical and electrical signalling As regards mechanical signalling equipment, it is now largely made in the country and recent efforts made have revealed that the industry has almost doubled the output in recent months As regards electric and power signalling equipment which consists of colour light signals, point indicators, a number of relays, circuit controllers, motor operated points, etc, very few of these items are at present manufactured in the country and even those are made in small quantities

Regarding miscellaneous items, considerable developmental action is being taken to foster manufacture of miscellaneous items of equipment in the country In the field of track materials, production of rails has been planned in the new steel plants Enhanced capacity for the manufacture of cast iron sleepers has been established while increased quantities of sleepers are expected from several units In the field of tram lighting equipment greatly augmented output of train lighting dynamos, its allied switchgear and train lighting batteries is being obtained from indigenous sources consequent on the encouragement given to the industry We are actively pursuing this matter

Another point has been raised regarding inadequate maintenance and inadequate supplies of stores for main-

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tenance I would like to submit in this connection that the availability of rolling stock during recent years has been generally improving as would be evident from the figures of percentage of stock under and awaiting repairs on the Indian railways In 1955-56, in regard to locomotives, the percentages are B G 16 76 and M G 15 44 In 1957-58, the figures were 15 32 and 15 72 respectively As regards carriages for 1955-56 it is 10 19 for B G and 6 92 for M G For 1957-58 it is 9 02 for B G and 8 26 for M G For wagons for 1955-56 it is 4 68 for B G and 7 34 for M G For 1957-58 it is 3 53 for B G and 3 96 for M G While the procurement of raw material and stores for maintenance of stock continues to be somewhat short of full requirements the supply of spares has been steadily improving as revealed by the above figures of stock availability Special steps have also been taken for speedier procurement of essential items by delegating more powers to the Controller of Stores of the Railways Formerly, their power was up to Rs 2 000 Then it was raised to Rs 10 000 Recently it has been raised to Rs 25,000 So, now powers have been given to the Controller of Railways for purchasing items up to a total value of Rs 25 000 in each case Railways are also authorised to make emergency purchases, whenever necessary in the interest of proper operation and maintenance

14 hrs

Also we have revised the minimum and maximum stocking limits All these have helped to improve the position and so I submit there is an overall improvement of the position Indigenous capacity for an increasing number of items which were hitherto imported is also being developed rapidly and that will help us in the years to come in meeting our demand for stores

There is one other point that I would like to mention My hon friend, Shri Guha, referred to the foreign assistance obtained for the Railway Plan and felt that the interest would be a huge charge on the railways As the House is aware such assistance forms an important item in the total resources for the Second Plan as a whole and not only for the railways, and has assisted in the execution of a Plan which required considerable expenditure of foreign exchange

The loan from the World Bank generally is given for certain specific programmes and the House will appreciate that the programme of development of railways was considered by the World Bank for a very large measure of assistance Assistance has also been received from T C M and D L F authorities Without being complacent, I should like to say that the acceptance of the Railway programme for foreign assistance was in no small measure due to the sound management and financial stability of the Indian railways I need only quote in this connection an extract from *The New York Times* of 13th July 1957 which may be of interest to the hon Members of this House It says

> Despite overaged rolling stock and inadequate equipment, the bank said the railway is operated efficiently Mr Black said the New York Engineering firm of Coverdale and Colpitts confirmed this in a study of the system's operations, management and finances made for the Bank"

I think that should satisfy hon Members about the position of the railways in the international field

Then some point has been raised about level crossings and overbridges and under-bridges There seems to be some misunderstanding in the minds of the hon Members that wherever there is difficulty about level crossings the railways should come forward for the construction of overbridges and under-bridges I am afraid, that is not the correct position The

position broadly is that wherever bridges are to be built, the railways bear the cost of the bridge proper and the State Government that of the approaches When the State Government agrees to bear the cost under the above rules, the Railway Ministry is always ready to play its own part. The bridge over the railway portion is constructed by us and the approaches on either side by the State Government This is the position The Government of India (Ministry of Transport and Communications) have recently decided that all schemes relating to over-bridges and under-bridges in replacement of level crossings should form part of the State Plan It is, therefore, for the State Governments to provide such schemes in their own Plans and make necessary provisions for the funds for meeting their share of the cost

So I submit, if hon Members are interested in over or under-bridges in any of the constituencies, it is up to them to seek the assistance of the State Governments to see that they give priority to their schemes and include them in the State Plan Wherever the State Government is willing to come forward to construct the approaches, the Railways for their part are prepared to co-operate with the State Governments in seeing that the obstructions are removed That would be the correct position So, I hope hon Members will not level the charge that we are holding the schemes back and obstructing them A correct understanding of this position will help us also in meeting the requirements

Shri Tangamani (Madurai) Are we to take it that wherever the State Government have come out with their proposal, all those proposals have been accepted and the schemes approved?

Shri S. V. Ramaswamy: Not "wherever". The State Government has got to make an assessment of priorities and tell us. It is for the State Government to provide the necessary funds in their budget. Whenever they come forward, we shall consider them and we shall certainly offer our co-operation

Shri T B. Vittal Rao: But the railways give some amount 50 per cent. of the expenditure is met by the railways and the other 50 per cent by the State Government

Shri S. V. Ramaswamy: The position is that we construct the bridge over the railway portion and the approaches are constructed by the State Governments

Shri Thirumala Rao (Kakinada): May I know the policy of the Government with regard to these over-bridges? Have they got any policy with regard to the sharing of expenses and also about the priorities all over the country?

Shri Jagjivan Ram: As has been mentioned by the Deputy Minister, what has been done is that the Ministry of Transport has written to the State Governments that the construction of over-bridges and under-bridges in their State should be included in the State Plan I have asked the Railway Board that they should also address the State Governments to that effect so that we know what is the size of the problem and provide funds in our own budget

Shri S. V. Ramaswamy: Then, my hon friend, Shri Gopalan, mentioned something about the transport of fish from the West Coast I think we have provided all the facilities and there should be no room for complaint at all Fish traffic is mainly offered for booking from Cannanore, Calicut, Tanur and Tirur on the West Coast to Bangalore, Madras and Howrah The bulk of this traffic, however moves to Madras only

Prior to 29th December, 1958 the booking of fish traffic by No 2 Mangalore-Madras Mail had to be restricted on account of limited accommodation available However, from 29-12-1958, fish parcels have been permitted to be booked by this train without any quota limitations The parcels

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booked from these stations are cleared in two luggage vans specially attached to this mail train. During the peak season, namely, August to March, 3 luggage vans will be attached.

With regard to fish traffic to Bangalore, it is transhipped into No 7 Madras-Bangalore Mail at Jalarpet, the excess traffic, if any, being cleared from Jalarpet by the Jalarpet-Bangalore Express

So far as fish traffic to Howrah is concerned, on arrival at Madras, it is transhipped into two bogie parcel vans now running on Madras-Delhi Janata Express These parcel vans are cut off at Vijayawada and moved further by the connecting Hyderabad-Howrah Express The fish traffic booked at Mangalore to Cochin Harbour Terminus is cleared daily by the Malabar Express

It is thus evident that there is no restriction in the booking of fish parcels from any station in Kerala area and they are being moved currently

As regards the provision of refrigerator vans for the transport of fish, this can be done only after cold-storage facilities have been provided at the terminals. The Ministry of Food and Agriculture are considering the provision of six refrigerator vans as an experimental measure for transport of perishable commodities, particularly fish. The Railway Ministry are collaborating in this in the design and construction in order to facilitate the movement of fish

There are one or two points more and I am done Hon Members have mentioned about the increase in coal consumption on the Railways. The figures of traffic carried and coal consumed by the Indian Railways in the years 1952-53 and 1957-58 along with the percentage increase over this period are as follows.

In 1952-53 the passenger, goods and mixed in million gross ton miles was 102,046. In 1957-58, this increased to 140,676 million gross ton miles. That is, there is an increase of 37·8 per cent. in passenger, goods and mixed. As against this, the quantity of coal consumed in million tons for 1952-53 was 11·04 and for 1957-58 was 13·99. That is, there is an increase only of 26·7 per cent. The percentage incerase in coal consumption during this period was 26·7 per cent. as against an increase of 37·8 per cent. in the total gross ton miles carried by the railways. Thus, although the total coal consumption in 1957-58 is higher as compared to 1952-53, the increase is not on a proportionate basis but is considerably lower.

As was pointed out by the hon. Minister in his Budget speech—he pointed out overall figures—the Expert Committee on Coal has found that in recent years the consumption trend generally has been favourable. Even though the position has not been equally satisfactory on all the Railways, the overall figures of pounds of coal consumed per thousand gross ton miles on all the Indian Government Railways show a progressive reduction In 1952-53, it was 187·5, in 1955-56, it was 174·5, in 1956 57, it was 172 5 and in 1957-58, it was 168 5. The Expert Committee on Coal indicated scope for reducing coal consumption and expenditure mainly by improving the quality of coal and by strict control on pilferage, loss and wastage. These recommendations in so far as they concern the Minister of Steel, Mines and Fuel are being pursued with that Ministry.

There is one small matter and that is about what my hon. friend, Shri Vittal Rao, said about the assisted siding for the Singareni Collieries. They have asked for an assisted siding taking off from Bellampalli to serve a new colliery. The construction of the siding is included in the 1959-60 Works Programme and is estimated to cost about Rs. 18·35 lakhs, of which Rs. 10·22 lakhs is payable by the colliery owner. The date of completion will depend on how far the company

is able to complete its part. However, it will take about twelve months from the date of commencement. In the meantime, additional yard facilities have been provided in the station yard for handling the increased coal traffic from the Tandur Collieries

In conclusion, I might submit

Shri T. B. Vittal Rao: May I just ask one question?

When did the management of the Singareni Collieries ask for the siding? You have included it in the 1959-60 programme, but when did they ask for it?

Shri S. V. Ramaswamy: Immediately I cannot give an answer I will require notice, but it would appear that it will be taken up soon because it is included in the works programme of 1959-60 and, as I submitted, it might be completed within about twelve months

In conclusion, I am very thankful to the hon Members for the criticisms that they have levelled and, as I said, it will not lull us into complacency but will spur us to further activities I am sure that the House will appreciate our difficulties and would render help to fulfil the targets that have been imposed upon us and to serve the people and the nation

Mr. Deputy-Speaker: I was to call Shri Dasaratha Deb, but Shri Prakash Vir Shastri tells me that he has to go by a bus which leaves at 3 o'clock So, I will call Shri Shastri first.

श्री प्रकाश वीर शास्त्री (गुडगाव) उपाध्यक्ष महोदय, मैं आप की इस कृपा के लिये धन्यवाद देता हू ।

रेलवे मन्त्रालय के सम्बन्ध में अपेक्षाकृत इसके कि मैं कुछ शिकायते प्रस्तुत करू, अपने कुछ सुझाव प्रस्तुत करना चाहता हू । पहला सुझाव तो वही है जिसे हमारे इस सदन के माननीय सदस्य बिहार के श्री तिवारी जी ने प्रस्तुत किया था कि जितने भी सदस्य रेलवे बजट के वाद विवाद में भाग ले रहे हैं, रेलवे मन्त्री महोदय को इतना समय नही होगा कि वह एक एक सदस्य के प्रत्येक प्रश्न का उत्तर दे सकें, इसलिये क्या ही अच्छा होता कि यहा जिस सदस्य की ओर से जो सुझाव या शिकायतें प्रस्तुत की जाये और यह सम्भव न हो कि मन्त्री महोदय यहा पर सब का उत्तर दे सकें, उस सदस्य के पास उनका उत्तर अवश्य पहुचा दिया जाय ताकि भविष्य में उस को फिर इस सदन में उस शिकायत को प्रस्तुत करने का अवसर न प्राप्त हो सके ।

जिस दूसरे सुझाव की ओर मै माननीय मन्त्री महोदय का ध्यान आकर्षित करना चाहता हूं वह यह है कि रेलवे बजट पर जब जब भी बहस या वाद विवाद आरम्भ होता है तो जहा पर तृतीय और चतुर्थ श्रेणियो के कर्मचारियो की विशेष रूप से चर्चा होती है वहा तृतीय श्रेणी अर्थात् थर्ड क्लास के पैसेन्जर्स और उनकी सुविधाओ की ओर भी ध्यान दिया जाता है । यह आवश्यक बात है क्योकि हमारे रेल विभाग को अधिकतर आय जो यातायात और माल के भेजने से होती है उसके अन्दर अधिक आय तृतीय श्रेणी के यात्रियो से होती है । लेकिन मैं इस सम्बन्ध मे अपने मन्त्री महोदय से एक निवेदन अवश्य करना चाहूगा कि अब से दो या ढाई वर्ष पहले की एक घटना है । यह घटना गढ़ मुक्तेश्वर स्टेशन पर घटी । दोपहर को जो पैसेन्जर ट्रेन दिल्ली के लिये आती है उस मे ओवरक्राउडिंग हो जाने से एक माता को बडा कष्ट हुआ । वह अपने बच्चे को पहले चढाना चाहती थी । किसी तरह से वह प्लेटफार्म तक तो गिरती पडती पहुच गई लेकिन उस के पश्चात् भी गाडी मे चढ नही सकी । बहुत प्रयत्न करने पर उस ने अपने बच्चे को तो किसी तरह से खिडकी के द्वारा उतार दिया किन्तु खुद चढने में सफल नही हुई । कुछ देर पश्चात् जब गाडी चलने लगी तो मातृ हृदय जिस

[श्री प्रकाश वीर शास्त्री]

प्रकार का मोह अपने बच्चे के लिये रखता है उस का दुष्परिणाम यह हुआ कि माता बेचारी गिर पडी और बेहोश हो गई । मैं स्वयम् उस स्टेशन पर उतर रहा था इसलिये जब गार्ड का डब्बा पास आया तो मैंने निवेदन किया उनसे और उन्होंने कृपा कर के गाडी को रोका भी । लेकिन वह मातृ हृदय था माता को उस वक्त तक होश नही आया जब तक उस के कानो मे बच्चे की आवाज नही पडी । यह घटना मैं इसलिये आवश्यक रूप से निवेदन करना चाहता हू कि तृतीय श्रेणी के यात्रियो को जितनी भी सुविधाये रेलवे मत्रालय प्रदान कर सकता है उस से अभी कुछ और किये जाने की आवश्यकता है । जैसे आज रेलो मे टिकट कलेक्टर चलते है कडक्टर गार्ड्स भी चलते है । छोटी श्रेणियो के यात्रियो को सुविधा देने की दृष्टि से क्या ही अच्छा हो कि हर पैसेन्जर ट्रेन के साथ कुछ इस प्रकार के यात्री सहायक भी चले जिन का काम केवल यह हो कि तृतीय श्रेणी के वे यात्री जो बेचारे इतने पढे लिखे नही होत या अपने अधिकारो के प्रति इतने जागरूक नही होते कि वे डिब्बा मे जा कर अपना स्थान ले सके उन की कुछ सहायता हो सके ? क्योकि व वही से चलेगे जहा से गाडी चलेगी । उनको यह पता रहता है कि तृतीय श्रेणी मे आगे जगह है या मध्य मे है या पीछे है । आज तो जब यात्री लोग गाडी में बैठना चाहते है उन से गाडी मे बैठे हुए यात्री कहने लगते है कि आगे जगह है, और जो आगे बैठे होते है वे कहते है कि पीछे जगह है । इस आग और पीछे, पीछे और आगे मे बेचारे यात्रियो की गाडी छूट जाती है । इस तरह के यात्री सहायक हो तो यह भी एक मनोवैज्ञानिक बात है कि थोडे रेलवे विभाग के कर्मचारियो की ड्रेस को देख कर भी थर्ड क्लास के यात्रियो पर प्रभाव पडगा । उन की नियुक्ति की जाय तो आगे के लिय इस प्रकार की दुर्घटनाये बच सकती है, यह मेरा अनुमान है । माननीय मत्री महोदय अगर अनुसधान करेंगे तो पायेंग कि वर्ष मे जितनी दुर्घटनायें होती है उन में बहुत कुछ दुर्घटनायें इस प्रकार की होती हैं कि जिन में तृतीय श्रेणी के यात्री चढ नही पाते और चढने के प्रयास में गिर पडते है और बाहर आ जाते है । तो यदि इस प्रकार के यात्री सहायक लोगो की व्यवस्था रेलो मे कर दी जाय तो तृतीय श्रेणी के यात्रियो की बहुत बडी सहायता हो सकती है ।

इसके साथ ही दूसरा सुझाव यह प्रस्तुत करना चाहता हू कि बडे बडे स्टेशनो पर कुछ रेलवे की ओर से गाइड्स की नियुक्ति की गई है । उन की ड्रेस के ऊपर लिखा रहता है "पैसेन्जर गाइड" लेकिन देखा यह गया है कि जितने भी पैसेन्जर गाइड्स होते है जिस कार्य के लिए उनकी नियुक्ति होती है उस में कठिनाई से ही उन का तीन या चार बार दिन मे कष्ट करना होता है । अगर कोई सावधान यात्री पहुच गया और उस ने उन्हें टोक दिया कि हमे इधर जाना है तो दूसरी बात है अन्यथा व इसी तरह से हाथ पीछे किये हुए स्टेशनो पर घूमते रहते हैं । मेरा निवेदन यह है कि आज इस प्रकार की भी जनसेवी सस्थाये है, अगर रेलव मत्री उन को अपनी ओर से आमत्रण दे और कहे कि आप हमें इस प्रकार के कुछ आदमी दीजिये जिन की सेवा भाव की प्रवृत्ति हो, और उन को रेलवे की ओर से थोडा सा वार्षिक पुरस्कार या थोडी सी अन्य सुविधाये दी जा सके और इस प्रकार पैसेन्जर्स गाइड के रूप मे उन की स्टेशनो पर नियुक्ति की जाय तो ज्यादा अच्छा होगा । सेवा की प्रवृत्ति तो स्वत उनके अन्दर है ही लेकिन वे केवल नौकरियो के लिये ही गाइड बने नही घूम रहे है । पैसेन्जर्स गाइड के ही सम्बन्ध मे दूसरा सुझाव यह है कि आज उन के ऊपर लिखा होता है "पैसेन्जर गाइड" लेकिन मैं चाहता हू कि रेलवे मत्रालय इस दिशा में कुछ और जागरूक हो । जनता के साथ जनता की भाषा मे बातचीत की जाय तो अच्छा है । हमारे स्टेशनो पर बहुत कम यात्री इस प्रकार के होते है जो इग्लिश के इन शब्दो को पढ़ लें

और अपने अधिकारों के प्रति जागरूक हो कर पूछताछ भी कर लें। इंग्लिश के साथ ही हिन्दी में भी सिखा होना चाहिये और वह इस प्रकार के लोग हों जो स्वयम् जा कर लोगों से पूछें कि आप को क्या आवश्यकता है ? कहां का टिकट लेना है ? या किस प्रकार की स्थिति है ? दूर न जाइये, इस दिल्ली के रेलवे स्टेशन पर ही जा कर देख लीजिये कि पैसेन्जर्स गाइड्स की क्या स्थिति है। मैं यह आवश्यक सुझाव देना चाहता हूं कि जनसेवी संस्थाओं को आप इस प्रकार से आमन्त्रण दे तो स्वयमेव ही यात्रियों को बहुत कुछ लाभ हो सकता है।

इसके अतिरिक्त जो चीज मैं विशेष रूप से कहना चाहता हूं वह यह है कि हमारे देश में कभी कोई विदेशी यात्री आया था। उस ने भारतवर्ष के समाचारपत्रों में एक समाचार दिया था कि रात्रि को १२ बजे एक स्टेशन पर जब मेरी आंख खुल गई थी, तो वहां पर आवाज लग रही थी "पूरी गरम, हलवा गरम"। उस को आश्चर्य हुआ कि हिन्दुस्तान में रात के १२ बजे भी खाना खाया जाता है सभी तो लोग आवाज लगाते रहते हैं। वैसे तो हमारे देश की परम्पराये काफी बिगडी हुई है और उन को सुधारने में समय लगेगा, लेकिन रेलवे मन्त्रालय इस पर ध्यान दे कम से कम और कुछ नहीं तो इतना तो कर दे कि रात्रि के १० बजे और प्रात काल के ४ बजे के बीच में स्टेशन पर चाय बिके, दूध बिके, इस प्रकार की चीजें तो हों, लेकिन बासी खाना न बिके। एक सज्जन मुझे सुना रहे थे कि इटावा स्टेशन पर आवाज लग रही थी "पूरी गरमागरम' उन्होंने खरीद ली कि गरम तो होगी ही लेकिन लेने के बाद देखा कि एक गरम और एक ठंडी, एक गरम और एक ठंडी। उस ने पूछा कि भाई यह क्या किस्सा है ? पूरी वाले ने कहा कि ठीक तो है, मैं आवाज ही लगा रहा था "गरमागरम", गरम अगरम गरम अगरम, एक गरम और एक ठंडी, एक गरम और एक ठंडी। इसलिये मैं कह रहा हूं कि रेलवे विभाग को इस सम्बन्ध में थोड़ा सतर्क रहना होगा कि जो हमारा स्वास्थ्य विभाग रेलवे स्टेशनों पर काम करता है और विशेषकर उन इन्स्पेक्टरों को, जिन की नियुक्ति इस दृष्टि से की गई है उन्हें थोड़ा सा खाने पीने की दिशा में सावधान रखना पड़ेगा ताकि वे लोग समय की ओर भी ध्यान दें और वहां पर चीजें भी अच्छे रूप में प्रस्तुत की जा सकें। वैसे तो पता नहीं वह कौन सा दुर्भाग्य का दिन था जब इस वनस्पति या डालडा घी ने भारतवर्ष में प्रवेश किया। अब कोई स्थान इस प्रकार का नहीं है जहां पर यह आवश्यक हो कि शुद्ध घी का सामान मिल जाय। लेकिन फिर भी मैं अपने माननीय मन्त्री महोदय से कहना चाहूंगा कि पंजाब के स्टेशनों पर जो व्यवस्था है उसी प्रकार की व्यवस्था सारे भारतवर्ष में हो जाय। अगर वनस्पति का भी देना है तो कम से कम गरम चीज तो होनी चाहिये, ताजी चीज तो होनी चाहिये, सड़ी घुसी चीजें न हो और उन को हटाने का हर प्रयत्न किया जाना चाहिये।

एक और आवश्यक चीज जिस की ओर ध्यान दिलाना चाहता हूं। रेलवे मन्त्रालय की जो रिपोर्ट निकली है, उस में वर्ष में जितनी दुर्घटनायें हुई हैं उन की चर्चा की गई है। उन दुर्घटनाओं में इस वर्ष की जो सब से प्रथम दुर्घटना हुई थी १ जनवरी, सन् १९५८ को अम्बाला और दिल्ली के बीच मोहरी स्टेशन पर, उस का वर्णन है जिस के बारे में रेलवे मन्त्रालय की रिपोर्ट है कि ३८ व्यक्ति मारे गये और ८६ घायल हुए क्योंकि दो ट्रेनें बुरी तरह से टकरा गईं। जैसा मैंने अपनी आंखों से देखा, माननीय उपमंत्री मेजर जेनरल शाहनवाज भी वहां उपस्थित थे उन्होंने भी वह दर्दनाक दृश्य देखा था। मैं इस विषय की चर्चा इसलिये विशेष रूप से करना चाहता हूं कि इस मोहरी रेल दुर्घटना के अन्दर इस प्रकार के यात्री भी मरे जो पंजाब की जेलों में आठ, आठ महीनों की यातना भुगत कर आ रहे थे। मेरा अभिप्राय जो भाषा स्वातंत्र्य का आम पंजाब के अन्दर चला था उस से है। मैं तो समझता था कि सरदार प्रताप सिंह कैरों और हमारे गृह मंत्री पंत जी की ही क्रूर दृष्टि उन लोगों पर थी, लेकिन हम भी क्या पता

[श्री प्रकाश वीर शास्त्री]

था कि रेलवे मंत्रालय भी हम से नाराज हुआ बैठा है। तो इस प्रकार की घटना घटी और सात आदमी जो बेचारे आठ आठ महीने जेलो में रह कर आये थे वे भी मृत्यु के शिकार हो गये। अब जिस प्रकार से कम्पेन्सेशन देने की बात की जा रही है उस के बारे में देखिये। बहुत दूर दूर के लोग हैं जो सत्याग्रह में भाग लेने के लिये आये थे। अब तक वह इतने परेशान हो चुके है कि बहुतो ने हार कर यह निश्चय कर लिया है कि अगर अब कुछ नही हुआ तो हाथ जोड कर एक दिन श्री जगजीवन राम जी की कोठी पर चलेंगे और भगवान का नाम लेंगे। और क्या करे ? मेरा निवेदन है कि उन के केसेज में थोडी सी उदारता से विचार किया जाय ताकि वर्ष की पहली दुर्घटना मे जो आदमी मोहरी दुर्घटना में शिकार हुए थे उनके लिये कुछ किया जा सके।

अब इस के बाद मै डी लक्स ट्रेन के सम्बन्ध में भी निवेदन करना चाहता हू। हमारे देश में तीन डी लक्स ट्रेनें चलती हैं। एक मद्रास को दूसरी बम्बई को और तीसरी कलकत्ते को लेकिन इन मे जो बैठने का स्थान है वह इस प्रकार का है कि दिन में तो यात्री सुविधापूर्वक बैठ सकते है, लेकिन रात को नीद तो उसे सहन नही कर सकती। जिस का परिणाम यह होता है कि लेटने की इच्छा होती है लेकिन जो कुर्सिया हैं वह लेटने की इजाजत नही देती, वह तो सिर्फ थोडी सी कमर टेढ़ी करने की इजाजत देती हैं। इसलिये मेरा निवेदन है कि इस प्रकार के मार्गों पर ट्रेन चलाई जायें जिस प्रकार से दोपहर में एक बजे नई दिल्ली और अमृतसर के बीच में गाडी चलती है। सायकाल को अमृतसर गाडी पहुचती है। इसलिये डी लक्स ट्रेन्स के मार्ग में इस तरह से परिवर्तन किया जाय कि लेटने की आवश्यकता न पडे। मेरा अनुमान है कि सारी डी लक्स ट्रेन्स में घाटा हो रहा है और एसी स्थिति हो गई है अब पांच डिब्बो को घटा कर दो डिब्ब कर दिये गये हैं। मैं विश्वास दिलाता हू कि अगर आप ने दिल्ली से अमृतसर तक यह ट्रेन चलाई तो अगले साल आप को यह शिकायत करने का मौका शायद नही मिलेगा कि पंजाब की डी लक्स ट्रेन में घाटा रहा। आप को घाटा भी नही रहेगा और यात्री लोग भी सुविधा-पूर्वक यात्रा कर सकेंगे, ऐसा मेरा अनुमान है।

अब एक और बात जिसे विशेष तौर पर कहना चाहता हू वह यह कि अविकसित क्षेत्रो मे रेल लाइने बिछाने के सम्बन्ध में हमारे रेलवे मत्री बहुत सजग और जागरूक हो कर कार्य कर रहे है। लेकिन हम इस प्रकार देखते है कि हमारे देश मे जो शासन का पैसा प्राप्त होता है उस का ८० प्रतिशत भाग तक देहातो से ही प्राप्त होता है, लेकिन जब भी कोई आवश्यक योजना बनती है तो देहातो को केवल २० प्रतिशत ही दिया जाता है। इसी प्रकार से रेलवे मत्रालय भी सोचता है। जब भी कोई रेल लाइन बिछाने का काम होता है तो यह जरूर देखा जाता है कि बडे बडे शहर इस लाइन पर कितने पडते है। कितने देहातो को इस से लाभ पहुचेगा इस बात पर कम ध्यान दिया जाता है। हमारे पजाब में इस प्रकार के कई इलाके है, मैं पजाब से निर्वाचित हो कर आया हू इस सदन मे। यह दिल्ली के बगल का इलाका है जिसे गुडगाव कहते है। और वह पजाब का सब से पिछडा हुआ इलाका है। सन् १८५७ के स्वाधीनता सग्राम में गुडगावा जिले को जिन कठिनाइयो का सामना करना पडा, उन के कारण अभी तक भी यह जिला अपनी कमर की हड्डी सीधी नही कर सका है। पीछे कुछ इस प्रकार की योजनाए सुनी गई थी, यह नही कहा जा सकता कि वह रेलवे मत्रालय की चर्चा का विषय थी या नही मगर यह सुना गया था कि पलवल से अलवर को गाडी निकाली जायगी और जो मेवात के हिस्से में से हो कर निकलेगी मगर अब तक वह नही निकली है। मैं रेल

मंत्री महोदय और उन के मन्त्रालय से निवेदन करूंगा कि वह अपने उस वायदे को ध्यान में रखते हुए इस छोटी सी रेलवे लाइन को चालू करने के लिये अमली कदम उठायें और अलवर को पलवल से रेल द्वारा जोड दिया जाय । आज इस लाइन की व्यवस्था न होने से लोगो को काफी लम्बी यात्रा करनी पडती है उस से वे बच सकेंगे और उस इलाके के लोग जो सन् १८५७ से लगातार मुसीबतो और परेशानियो के शिकार है वे आप को इस के लिये धन्यवाद देंगे ।

इसी प्रकार का एक दूसरा क्रम यह है कि आप की बगल में मुरादाबाद से जो दिल्ली को रेलवे लाइन आती है उस पर गजरौला से आगरा तक नई सीधी लाइन बिछाई जाये । गजरौला से आगे जा कर अनूपशहर है जो सेना के सिपाही लखनऊ मे आगरा को आते है या देहरादून से आगरा को आते है उन को बहुत लम्बी यात्रा करनी पडती है । इसलिये मै यह सुझाव देना चाहता हू कि गजरौला हो कर मुरादाबाद से दिल्ली आने वाली लाइन पर अनूपशहर होते हुए आगरा को एक सीधी लाइन बनाये और इस प्रकार की लाइन निकाली जाने से जहा यात्रियो को बहुत सुविधा होगी वहा उन की यात्रा भी सुगम हो जायेगी । अब तक इस देहाती क्षेत्र में जोकि ३१ मील का लम्बा चौडा क्षेत्र है कोई ध्यान नही दिया गया है । न उस में कोई सडक है और न ही कोई रेल की ही व्यवस्था है न कोई बडा अस्पताल है और न ही कोई हाई स्कूल अथवा तारघर है । और यह कहा तक उचित है कि दिल्ली के पास में होते हुए वह क्षेत्र अब इतनी अविकसित अवस्था में पडा रहे । मेरा निवेदन है कि जहा और बहुत से क्षेत्रो मे नई लाइनो के बिछाने का प्रयास किया जा रहा है वहा इस क्षेत्र को भी ध्यान में रखना चाहिये ।

अब मैं कुछ अपने निर्वाचन क्षेत्र की बाबत कहना चाहूगा । मेरे निर्वाचन क्षेत्र के अन्दर एक स्थान है जिस को कि पलवल कहा जाता है । यह पुराना ऐतिहासिक स्थान है । लगभग ६० हजार व्यक्ति यहा पर रहते है जिन में कि एक बहुत बडा भाग पाकिस्तान के उन उत्पीडित लोगो का है जिन को स्वतत्रता देवी के लिये अपने सुख और आराम को बलिदान करना पडा । पलवल शहर की स्थिति यह है कि वहा के बहुत से निवासी दिल्ली में आ कर व्यापार करते है और व्यापार करने के पश्चात् वे वापिस जाना चाहते हैं । कुछ लोगो को और भी सिलसिले से दिल्ली आना जाना पडता है और आज चूकि उनके लिए समुचित रेल व्यवस्था नही है इसलिए उनको बडी दिक्कत का सामना करना पडता है । प्रात काल से दोपहर तक कोई ट्रेन दिल्ली मे जाने वाली नही है जो कि दिल्ली मे पलवल तक का सम्बन्ध स्थापित कर सके ।

अभी पजाब के अन्दर जो वर्षा हुई उस वर्षा के कारण अगर सब से अधिक नुकसान किसी को हुआ तो वह जिला गुडगावा के निवासियो को हुआ । वर्षा के कारण गुडगावा जिले की अवस्था बडी खराब हुई और दिल्ली से मथुरा और आगरे जाने वाली सडक करीब डेढ महीने तक बद रही कारण वर्षा के कारण सडक टूट फूट गई थी । अब सडक की व्यवस्था बद हो जाने के बाद रेल ही तो वहा के लोगो के लिए एक मात्र यातायात का साधन रह जाता है और रेल की अवस्था यह है कि प्रात काल से दोपहर तक पलवल जाने का कोई साधन नही है । इस अवसर पर यहा दिल्ली से जो ट्रेन चलती थी तीन बजे दोपहर को लगभग उससे पलवल पहुचा जा सकता था लेकिन मथुरा तक मार्ग मे जो दो मेल ट्रेने चलाई जाती हैं पजाब मेल या फटियर मेल, उन दोनो में से किसी एक ट्रेन का स्टोपेज पलवल स्टेशन पर होना बहुत जरूरी है जिससे कि दिल्ली से लोगो को वहा जाने में

[श्री प्रकाश वीर शास्त्री]

सुविधा हो और इसी प्रकार दूसरी तरफ से दो गाडिया पठानकोट एक्सप्रेस और देहरादून एक्सप्रेस है, वे होडल जैसे छोटे से स्थान पर तो रुक जाती है लेकिन पलवल पर किसी का स्टौपेज नही है । इसलिए मै रेलवे मत्रालय और मत्री महोदय से निवेदन करूगा कि इसकी ओर ध्यान दें और पलवल पर दोनो तरफ के लिए स्टौपेज होना जाहिये । मै ने इस सम्बन्ध में रेलवे मत्रालय को लिखा भी था लेकिन दु ख है कि अभी तक उस विषय में कोई आशाजनक उत्तर प्राप्त नही हो सका है । मैं उनकी सेवा में निवेदन करूगा कि अब आगे आने वाला जो रेलवे टाइमटेबल है उसमें इस ६०००० की बस्ती वाले पलवल की उपेक्षा न की जाये । और आने वाली गाडियो और जाने वाली गाडियो मे से दोनो ओर की एक एक ट्रेन की पलवल पर रुकने की व्यवस्था कर दी जाये । इन शब्दो के साथ आपका धन्यवाद करते हुए मै अपना स्थान ग्रहण करता हू ।

श्रीमती सहोदरा बाई (नागर रक्षित अनुसूचित जातिया) उपाध्यक्ष महोदय, मुझे भी ५ मिनट का समय कुछ निवेदन करने के लिये दिया जाय ।

उपाध्यक्ष महोदय । अगर आप इनजार करेंगी तो मौका जरूर आजायेगा ।

Shri Dasaratha Deb (Tripura): Many problems have already been covered by the previous speakers, and, therefore, I only want to stress the importance of opening new lines in Tripura This demand for a railway line has been a long-drawn demand of the people of Tripura, and this is not the only occasion when I am trying to ventilate that demand, many times, since 1952, I have been focussing the attention of the hon Minister on the importance of the construction of railway line in Tripura

The other day, the hon. Minister while introducing the budget made certain reference to the possibility of constructing a seventeen-mile railway line from Patharkandi to Dharmanagar Further, I was told by one of his colleagues, at the advisory committee meeting that the Railway Ministry were thinking of starting upon that seventeen-mile railway line in the Third Five Year Plan I hope they should come to a decision very soon, because a mere possibility does not help us We want that at least certain concrete and positive steps should be taken in the Second Plan period itself

Even assuming that this seventeen-mile railway line is constructed, still, I would say that the major problems of the Tripura State will remain We shall only be able to enter up to Dharmanagar even if there was this railway line, about 150 miles will still remain outside the scope of any kind of communication, and that would create a very difficult position, as it has created all along That is why I want that some concrete and positive steps should be taken by the Ministry to construct a railway line from Patharkandi to Dharmanagar or from Kalkalighat to Dharmanagar, as they please, and to see that this construction is completed within the Second Five Year Plan

As for the rest of the area, from Dharmanagar to Sabroom, which comes to a distance of about 150 miles, the survey work must be completed within the Second Plan period itself, so that in the beginning of the Third Plan period, the actual construction work could be started This is the concrete proposal that I would like to place before the Ministry for their consideration

Then, I would like to point out certain difficulties which the people of Tripura are now facing Firstly, it is not necessary to explain about the geographical position of our State. you know, Sir, that Tripura State is

encircled by Pakistan on three sides; it is almost like an enclave, and it mostly consists of hilly places and it comprises of 4,116 square miles. Prior to Partition, we had our communications both internal and external *via* the railways now in Pakistan, because the former Assam-Bengal railways had their stations almost on the border and they were close to the headquarters of the Tripura State also. So, at that time, we did not feel much of a difficulty as we are now facing. But after the Partition, those stations have gone into the Pakistan territory, and, therefore, that facility has ceased to exist for us at the present time Still, we have to depend on the Pakistan railway line for communication and transport As you know, sometimes, the attitude of the Pakistan Government is not so friendly towards us, and sometimes, they seal their borders, and we have had to face serious transport difficulties in our State.

In this connection, I may draw the attention of the House to the fact that every year we have to pay about Rs. 2 crores to Pakistan by way of freight, demurrage charges or pilferage charges or other incidental charges Government may not realise that difficulty, because they do not pay that money directly from their own funds but it comes from the business people who are engaged in the import and export business, and they bear that amount. Even after paying that amount, we cannot make sure about having the necessary wagons from Pakistan; sometimes, they do not supply, and sometimes, they reduce their supply of wagons, and they create so many other troubles and difficulties, and as a result of that, our people have got to suffer.

I would say that this state of affairs where there is complete dependence on the Pakistan railways is not a happy position for us and for our Government, and, therefore, Government should think of having some railway lines throughout the Tripura State, which can link Tripura with the rest of India, so that, independently, we can have communication with the rest of India.

Another point that I would like to stress in this connection is in regard to the volume of trade. Though our State is very small, yet the volume of trade is not very small. Last year, we have exported through Pakistan alone about one crore of maunds of commodities; the rest are being carried partly by air lifting and partly by road; now, we have to depend on the road transport, that is, on the Agartala-Assam road which goes *via* Assam, for, air-lifting is not suitable always, since many people cannot afford it; for, when we import goods by air, the cost becomes so very high that our people cannot afford that price That is the difficulty in our parts

Even through Assam, we have exported this year about 6,87,000 maunds of Tripura products, and we have imported about 8,35,000 maunds from outside Tripura. For the next year, I have calculated from last year's figures, the estimated exportable surplus, the estimated exportable surplus for 1959-60 will be 30,000 tons of jute, 2,000 tons of tea, 1,746 tons of cotton, 1,200 tons of *gur*, 2,000 tons of oilseeds, and 8,000 tons of oranges, pine-apples, lichis, jack-fruits, etc We can improve on this, but owing to the transport difficulty, we are in a handicap.

Owing to this difficulty, we could not establish any medium-sized factories or industries in our State. We have got about 51 tea estates in our State, but owing to the transport difficulty, the machinery required for their modernisation could not be brought in. 3 years before one tea estate had purchased some boiler, but owing to the transport difficulty it could not be brought over to Tripura; it was lying down somewhere in Assam. That is our main difficulty.

We have also got plenty of bamboos in our State I had a talk with some people, and I find that they are quite

[Shri Dasaratha Deb]

agreeable to start a pulp industry in our State, but again the transport difficulty stands in the way; they could not bring the machinery required into our State If a railway line is constructed, that difficulty could be easily avoided

We have also got very fine pine-apple growing areas in our State During the pre-Partition period, people have earned plenty of money by selling these pine-apples in the areas now in the Pakistan market But at present, they cannot afford that market And pine-apple being a perishable commodity, it cannot be transported to Calcutta so easily Also the capacity for air-lifting is also limited, and for that also, people have to pay very heavy freight charges So ultimately, even if some pine-apple is sent to Calcutta, it cannot compete with those in the Calcutta market So, about fifty per cent of the peasantry in our State have already abandoned pine-apple cultivation

But if the facility of transport is provided, then we can even start the fruit extracting industry in our State I was told that Government had some scheme costing about a lakh of rupees but owing to certain other difficulties they had either got to abandon that scheme or discontinue the scheme itself

Recently in the Ramasarma area, I was told that 81,000 acres are available for the rehabilitation of the refugees as well as the tribal people Government have got certain schemes for this purpose, and the Central Tractor Organisation has been asked to reclaim that land But after trying for two years, the Central Tractor Organisation has had to abandon the schemes, because they cannot transport the heavy tractors to those areas Those are the difficulties that we are facing in our State

There is also disparity of prices even inside Tripura itself, not to speak of price disparity in Tripura as compared with outside, the main reason being the transport difficulty. In Agartala town, while rice is being sold at Rs 30 per maund, in the mofussil areas, it is sold at rates varying from Rs 10 to Rs 20 per maund As far as jute is concerned, we find that in Calcutta, it sells at Rs 25 per maund, whereas in Agartala itself, we find that it sells only at Rs. 7 or 8 per maund Nobody has got more than Rs 10 per maund With such a difference in the prices, how can peasantry ever get incentive to produce more? These are the difficulties which we have to face in our State

If you compare the index number of Tripura, you will see that the cost of living is very high as it is about 25 per cent more than that of Calcutta. This point must be borne in mind That is why I am urging on the Ministry to apply its mind and not keep it in the stage of possibility I want that they must take decisions and must start work within this year itself There is no difficulty even if they do not make any Budget allocation, they can do it in the supplementary grants next time and Parliament will agree, I hope, and approve that But the question is whether the Ministry is realising the anxiety of the people That is why I am again and again urging this point Now, we are completely isolated from the rest of India We have to depend upon the main road—Agartala-Assam road transport That road is also not well though the Government is trying to make it better It is a hilly place and there are sometimes land slides particularly in the rainy season and then it becomes impossible to travel in that road Even assuming that the road is all right for the whole year, it has got a limited capacity to carry things because there is one way traffic You cannot have double way there as it is a hilly area So, there is that limitation

Apart from that, we are facing another difficulty Assam and Tripura

are not in the same administrative unit. Being separate administrative units, Assam has got its own regulations as far as communication is concerned and they are not favourable to the Tripura State People have to take one transport pass in Assam and then another in Tripura. They have to undergo through so many difficulties Again Tripura has to pay to the Assam Government at the rate of eight annas per maund as road tax The Assam-Agartala road is divided into two parts—one part is in Tripura and the other in Assam The road in Assam is the most rotten and it remains quite impossible to travel by that road for the best part of the year The Assam Government does not take much care of it because it does not need that so much

To avoid all these difficulties, to improve the economic condition of our State, to give the peasants reasonable prices for their produce and also to develop cultural aspects of the people there, easy communications system must be established and that means the railway Otherwise all our economic development will get disrupted

Lastly, the Ministry has taken certain decisions to appoint some outagency for the North-Eastern Frontier Railway in Tripura The decision was taken some six months before but they are not in a position even now to appoint any agents in that State So many applicants are there but why not appoint them? I do not understand it It is for the Minister to reply to that But I was told by the Chief Commissioner there that he was thinking that somebody should come forward and form a transport co-operative or something like that and if that co-operative comes into existence then only he would give it some licence This does not help them. They are thinking of giving some money also. Why is it? There are some existing candidates? There is one association—Truck Owners Association. There is also another agency lifting things from Agartala to Calcutta and Assam and this Planters Airways Association has also applied. I do not say that a particular candidate should be selected but that the Government must apply its mind and appoint somebody as quickly as possible so that the people may get relief.

पंडित ठाकुर दास भार्गव (हिसार) : जनाब डिप्टी स्पीकर, मैं आपका मशकूर हू कि आप ने मुझे दो मिनट कुछ अपने इलाके की बाबत कहने के वास्ते अता फरमाये है ।

दो साल का अर्सा हुआ कि मैं ने इसी हाउस मे यह कहा था कि हिसार के अन्दर एक ओवरब्रिज बनाया जाये । अब हिसार की आबादी तकरीबन ६०, ७० हजार आदमियो की है । दो रास्ते शहर से स्टेशन को जाते है । एक रेलवे लाइन बीच मे पडती है शहर और कचहरियो और दूसरी आबादी के और बहशकल ऐसी है कि अगर उस लाइन के बाहर दोनो दरवाजे बन्द हो जाय तो जो इधर के रहने वाले है वह दूसरी तरफ नही जा सकते और जो शहर के रहने वाले हैं वे दूसरी तरफ नही जा सकते है। गरजे कि उस रेलवे की शकल कुछ ऐसी है जैसे कोई रौगफुली डिवाइस मे डिटेन कर लिया जाये और दफा ३४२ का जुर्म हो सके । और वहा से जाने की इजाजत न दी जाये ।

मै श्री शाहनवाज खा की खिदमत मे अर्ज करना चाहता हू जिन्होने कि पिछली दफा इस बारे मे तकरीर फरमाई थी कि दरअसल वहा की शकल ऐसी है कि वहां के लोगो को इसके कारण बहुत तकलीफ है और घटे-घटे तक दरवाजे बद पडे रहते है और मोटरगाडिया टागे वगैरह वगैरह इस कदर वहा पर दोनो तरफ इकट्ठा हो जाती है कि कोई ठिकाना नही । रात के १०, ११ बजे तक हालाकि वह ट्रेन का वक्त नही होता तो भी, १०, ११ बजे रात तक दरवाजे नही खुलते ।

[पंडित ठाकुर दास भार्गव]

अब भी शाहनवाज खां ने उस वक्त जो तकरीर फरमाई थी वह इस किस्म की थी कि मुझे भी और हिसार के निवासियों को जिन्होंने कि उस तकरीर को पढ़ा उनको यह तसल्ली हुई कि जल्दी वहां पर ओवरब्रिज बन जायेगा मैं समझता हूं कि शहर के दोनों हिस्सों की तरफ के जो लोग आज फाटक बंद होने की वजह से रुके पड़े रहते हैं, रेलवे मिनिस्ट्री के लिए उनकी दिक्कत और परेशानी को दूर करने के लिए एक ओवरब्रिज बना देने का काम कोई बहुत बड़ा काम नहीं है ।

अब जो मैंने श्री रामास्वामी की तकरीर सुनी तो मुझे मालूम हुआ कि वहां पर जब तक कि लोकल गवर्नमेंट की मंजूरी न हो जाय तब तक वह ओवरब्रिज नहीं बनाया जा सकता है और मैं समझता हूं कि शायद इस ओवरब्रिज के बनने में यही मंजूरी वाली रुकावट रही होगी । लेकिन मेरा उसके लिए यह कहना है कि लोकल गवर्नमेंट की मंजूरी रेलवे के लिए वहां पर एक ओवरब्रिज बनाने के रास्ते में रुकावट नहीं होनी चाहिये । मैं अदब से अर्ज करूंगा कि मैं पहले भी इस सदन में बहुत मर्तबा अर्ज कर चुका हूं कि इस मामले में लोकल गवर्नमेंट को यह अधिकार देना दुरस्त नहीं होगा क्योंकि यह सहूलियत देना तो रेलवे का अपना फर्ज है और उसको इस मामले में बिना लोकल गवर्नमेंट का इंतजार किये ऐक्शन ले लेना चाहिये । क्योंकि लोकल गवर्नमेंट से तो इजाजत मिलने में न मालूम कितना समय लगेगा । मेरी गुजारिश है कि इसको इसकी मैरिट्स पर देखा जाये और उन वायदों को जो आज से दो वर्ष पहले दिये गये थे उनको अब पूरा किया जाये ।

मैं जनाब की इजाजत से आध मिनिट और लूंगा । जब भाखड़ा कैनाल बनी है उस वक्त से लालिंग कमिशन ने तजवीज की थी कि फतेहाबाद जो हिसार के अन्दर एक तहसील का हेडक्वार्टर है, वहां के उस इलाके में जहां कि काफी तादाद ऐसे लोगों की है जिन्होंने कि इंजन भी नहीं देखा है, उस किस्म का बैकवर्ड एरिया है, उस इलाके में भाखड़ा नहर बनी है और हालांकि कहा गया था कि उस बैकवर्ड एरिया के लिए रेलवे का इंतजाम किया जायेगा लेकिन सब का सब वह पता नहीं कहां रुक गया और उस बारे में क्या हुआ । मैं अदब से अर्ज करना चाहूंगा कि उस बैकवर्ड एरिया की ओर ध्यान दिया जाना चाहिये और साथ ही यह देखते हुए कि वहां अब जो काफी पैदावार होगी उसको मुल्क के दूसरे हिस्सों में ले जाने के वास्ते यह बहुत जरूरी है कि उस इलाके में रेलवे ले जाने की जो पहले तजवीज की गई थी उसे अमली जामा पहिनाया जाय । फतेहाबाद तहसील के आसपास के गांवों में और उससे आगे जहां कि भाखड़ा का पानी अब खुला है, यह बहुत जरूरी है कि जल्द से जल्द वहां पर रेलवे कनक्शन दिया जाय । मैं आपका फिर शुक्रिया अदा करते हुए अपनी बात खत्म करता हूं ।

ज्ञानी गु० सि० मुसाफिर (अमृतसर) डिप्टी स्पीकर साहब, रेलवे बजट पर आज चार रोज से बहस हो रही है । बहुत सी बातें मेम्बर साहिबान ने कह दी हैं । मैं सिर्फ दो चार जरूरी बातों की तरफ माननीय मंत्री का ध्यान दिलाना चाहता हूं । वह इसलिए कि मुझे उम्मीद है कि उनकी मौजूदगी में ही यह काम खुशअसलूबी से हो सकता है ।

यह इत्तिफाक की बात है कि इस वक्त जो रेलवे के मंत्री हैं उन्होंने पहले वह जिस मुहकमे में भी मिनिस्टर रहे हैं वहां सुधार किये हैं और अब तो उनके

साथ जनरल साहनवाज जैसे इनकलाबी नौजवान हैं और इस वक्त उनके पास अच्छे अच्छे अफसर भी हैं जिन्होंने रेलवे में अच्छे अच्छे काम किये हैं । तो मैं कहता हूं कि उनके रिटायर होने से पहले या इससे पहले कि कहीं हमारे मंत्री महोदय किसी और महकमे में चले जायें, वह कुछ ऐसे काम कर जायें जिनसे कि उनकी यादगार रहे ।

असल में हम जो अपने मुल्क में एक सोशलिस्ट पैटर्न का तरीका रायज कर रहे हैं उसके लिए मैं रेलवे को एक नमूना समझता हूं । हम जो देश में राष्ट्रीकरण का प्रचार कर रहे है उसके बारे मे लोग रेलवे को ही देखकर अन्दाजा लगा सकेंगे कि यह काम कितना अच्छा है और इस तरफ हमारा कदम बढ़ना चाहिए । कुछ न कुछ हमें लोगो के इम्प्रेशन चेंज करने होंगे । जब तक कोई इनकलाबी स्टेप नही लिया जायेगा वह इम्प्रेशन चेंज नही हो सकते ।

जहां तक बड़ी बड़ी दुर्घटनाओं का सवाल है यह ठीक है कि इस साल वे कुछ कम हुई हैं । तीन का जिक्र माननीय मंत्री ने अपने भाषण में किया है, मगर उसका कारण उन्होंने स्पष्ट रूप से यह दिया है कि ये एक्सीडेंट कर्मचारियो की लापरवाही से हुए है । यह सिर्फ माननीय मंत्री का ही खयाल नही है, बल्कि उन्होने सारे जनरल मैनेजर्स की एक मीटिंग बुलायी थी और उस मीटिंग में वे भी इसी राय पर पहुचे कि ये दुर्घटनायें कर्मचारियों की असावधानी के कारण होती है । तो इसके लिए मैं समझता हूं कि यह कदम पहले उठाना चाहिए कि जितने प्रिंसिपल आफिसर्स हैं, वे सैलूनों में सफर करना छोड़ दें । मैं चाहता हूं कि चीफ इंजिनियर, चीफ मिकैनिकल इंजिनियर, चीफ आपरेटिंग आफिसर्स और डिवीजनल सुपरिंटेंडेंट ६ महीने के लिए इस बात का तजर्बा करें । जो चीफ आपरेटिंग आफिसर्स हैं वह तो ब्रेक में सफर करें, फर्स्ट क्लास में भी न जायें, और चीफ मिकैनिकल इंजिनियर और चीफ इंजिनियर अगर इंजिन में बैठ कर सफर करें तो मै समझता हूं कि अगर इस तरह ६ महीने भी अमल किया जाये ये दुर्घटनायें बन्द हो जायें सिवा उनके जो कि किसी कुदरती वजह से हो या कोई और खास वजह से हों । कर्मचारियों की लापरवाही से उस हालत में ये दुर्घटनायें नही होंगी। कर्मचारियों की लापरवाही से दुर्घटना होना एक अफसोस की बात है। इस तरह रेलवे की बदनामी होती है । रेलवे की बदनामी होने से जो काम हम पब्लिक सेक्टर में अपने देश में कर रहे हैं उसमें लोगो की हौसला अफजाई नहीं होती। मौजूदा हालात मे रेलवे ही एक ऐसा महकमा है जो कि हमारे कामों में हमारी हौसला अफजाई कर सकता है ।

दूसरी बात जो कि हाउस में ज्यादा कही गयी है वह यह है कि रोड ट्रांस्पोर्ट का रेलवे से एक तरह से मुकाबला चल गया है । दरअसल यह कोई मुकाबला नही है । यह तो ऐसी ही बात होगी कि कोई यह इस्तगासा करे कि २५ या ३० मुसल्ला आदमियों ने हम २५ या ३० हजार निहत्थों पर हमला कर दिया और हमारा बचना मुश्किल हो गया । पाच परसेंट का और ९५ पर सेंट का क्या मुकाबला हो सकता है । असल में इसके मुताल्लिक कुछ बाते सोचने वाली है । माननीय मंत्री की स्पीच में जो फिगर दिये गये है मै उनमें नहीं जाना चाहता । मोटी बात उन्होंने यह कही है कि माल के भाड़े में आमदनी पहले से ज्यादा हुई है और सवारी वाली गाड़ियों से आमदनी कुछ कम हुई है । लेकिन जो दोनों का अन्दाजा लगाया गया था उसमें सवारी गाड़ी से ४.६७ करोड़ कम वसूल हुआ

[ज्ञानी गु० सिं० मुसाफिर]

और मालगाड़ी में अन्दाजे से ८.४० लाख कम वसूल हुआ । रेलवे सम्बन्धी अगर लोगों का यही इम्प्रेशन रहा तो आगे भी माल गाड़ियों से भी ज्यादा आमदनी नहीं होगी बल्कि कम ही होगी । इस सिलसिले में मैं यह कहना चाहूंगा कि रोड ट्रांस्पोर्ट का रेलवे से कोई मुकाबला नहीं है । मगर रोड ट्रांस्पोर्ट वालों ने अपना इम्प्रेशन अच्छा बना रखा है । हमारे यहां अमृतसर में एक अमृतसर ट्रांस्पोर्ट कम्पनी है जिसके मालिक हैं मशहूर साईं दास बिजली पहलवान । मंत्री जी ने अपनी स्पीच में कहा है कि इस साल क्लेम कुछ कम हुए हैं । मैं कहता हूं कि मंत्री महोदय को इस बात की पड़ताल करनी चाहिए कि इस वजह से तो क्लेम कम नहीं हुए हैं कि लोग निराश हो गये है कि क्लेम करने से कोई नतीजा नही निकलता, लम्बे अर्से तक क्लेम पडे रहते है और इसलिये उन्होंने दावा करना छोड़ दिया है : अमृतसर ट्रांस्पोर्ट कम्पनी पंजाब मे एक ऐसी कम्पनी है जो बहुत जल्द क्लेम दे देती है । लोगों का इस कम्पनी के बारे में अच्छा इम्प्रेशन हो गया है और इसलिए लोग अपना माल इसके ट्रकों से भेजना पसन्द करते हैं । पहली बात तो यह है कि माल ठीक वक्त पर पहुंच जाता है और कोई नुकसान नहीं होता, लेकिन अगर खुदा नखवास्ता कोई नुकसान हो भी जाये तो उसका क्लेम बहुत जल्द मिल जाता है । यह इम्प्रेशन लोगों पर है । इस चीज को कोई भी आदमी जाकर दरियाफ्त कर सकता है कि कितना इम्प्रेशन इस ट्रांस्पोर्ट कम्पनी ने बना लिया है ।

रेलवे उपमंत्री (श्री शाहनवाज खां) : क्या आनरेबल मेम्बर कुछ आदाद शुमार दे सकते हैं कि आज तक उन्होंने कितने क्लेम दिये हैं ।

13 hrs.

ज्ञानी गु० सिं० मुसाफिर : मैं दे सकूंगा, मगर इस वक्त मेरे पास नहीं है । लेकिन जो बात मैं कह रहा हूं वह कोई कहानी या किस्सा नहीं है । मैं एक सही बात कह रहा हूं । और मैं जनरल साहब की वाकफियत के लिए अपनी ही मिसाल देता हूं । मालगाड़ियों की कमी की वजह से जो गल्ला हमको कांगड़े को भेजना था वह सारा पठानकोट में पड़ा है । हमारे यहां जलियांवाला बाग ट्रस्ट का एक मेमोरियल बन रहा है । उस से मेरा कुछ सम्बन्ध है—मैं मैनेजिंग कमेटी का चेयरमैन हूं और ट्रस्टी भी हूं । मुझे उस मेमोरियल का काम देखना पड़ता है । उस सिलसिले में जब भी मैं अमृतसर जाता हूं, तो ठेकेदार और प्रबन्धक की यही शिकायत होती है कि वैगन नही मिलते है कि भरतपुर से पत्थर लाया जा सके । जब हमारे मेमोरियल के लिए वैगन नही मिलते है, तो दूसरो की क्या हालत होगी ? जब मैं शहीदो की याद को सामने लाता हू, तो मुझे एक शेर याद आता है, जिसे जेनरल साहब जरूर पसन्द करेंगे—

उन्ही से आंख बचा के गुजर गई बाहर,
कि जिनके खून से फूलों में रंग आया है

श्री भक्त दर्शन (गढवाल) : मुकर्रर ।

ज्ञानी गु० सिं० मुसाफिर : यह मैं ने एक मिसाल दी है । जब इस के मुताल्लिक खतो-किताबत हुई और हम ने उस कम्पनी को लिखा कि अमृतसर तक वैगन मुहैया करो और इसके लिए रेलवे को एप्लाई करो, तो उन्होंने एप्लाई किया और एप्लिकेशन में उन्होंने लिखा कि हमें नई दिल्ली तक गाड़ियां दी जायें । इस पर सेक्रेटरी , जलियावाला बाग ट्रस्ट ने उन को लिखा कि आप ने सीधे अमृतसर तक

क्यों नहीं गाड़ियां बुक कराई । इस का जवाब उन्होंने यह दिया :—

"Generally, a wagon booked from Sirmuttra or Barauli takes about 20 to 25 days to reach Amritsar, and a wagon booked from Sirmuttra or Barauli to New Delhi takes only 4 to 6 days to reach New Delhi from where we load stones on trucks which reach Amritsar the next day. Only to save a period of ten to twenty days per wagon, we have demanded priority for a few wagons for New Delhi though this procedure costs us much more than a wagon if booked directly to Amritsar."

श्री शाहनवाज खां : कहीं ऐसा तो नही होता है कि शहीद मेमोरियल के नाम पर अमृतसर से वैगन मागते हैं और दिल्ली में पत्थर बेच दिया जाता है ?

ज्ञानी गु० सि० मुसाफिर : यह चिट्ठी मैं ने इस लिए पढ कर सुनाई है कि जिस से जाहिर हो कि लोग ट्रक्स वगैरह को क्यो पसन्द करते हैं और क्यों उन से सामान भेजते है । किराया तो ज्यादा होता है, लेकिन उन से वक्त बच जाता है । जैसा कि मैं ने शुरू में कहा, मेरा मतलब नुक्ता-चीनी करने का नही है । मेरा मतलब सिर्फ यह है कि जब रेलवे में गाड़िया ज्यादा हो जायेंगी, उन की रफ्तार तेज की जायगी और इस सिलसिले में कोई इन्कलाबी कदम उठाया जायगा, तब ही रोड ट्रान्सपोर्ट से इस का मुकाबला किया जा सकेगा । वैसे मै उस ख्याल से इत्तिफाक नही करता हू, जो कि बजट निकलने के बाद अखबारो में जाहिर किया गया है कि डीजल आयल और टायरों के रेट बढ़ाने का मतलब यह है कि रोड ट्रान्सपोर्ट को नुकसान पहुंचाया जाय और इनडायरेक्ट तरीके से रेलवे की मदद की जाये । यह एक छोटी सी बात है और मै इस में नहीं पड़ना चाहता हूं और न ही मै रोड ट्रान्सपोर्ट की कोई वकालत करना चाहता हूं । मैं सिर्फ एक बात बतलाना चाहता हूं कि रोड ट्रान्सपोर्ट से मुकाबले की बात चाहे न की जाये लेकिन जब तक रेलवे को एफिशेन्ट न बनाया जायगा, माल गाड़ियों की रफ्तार तेज न की जायगी और इस बात का इन्तजाम न किया जायगा कि माल हिफाजत से और जल्दी पहुंचाया जाय और क्लेम देने का फौरी इन्तजाम न किया जायगा, उस वक्त तक इस तरफ लोगों की तवज्जह नहीं हो सकती है । सवारी गाड़ियों की भी यही हालत है । आज लोगों में रेल पर सफर करने का एनथ्यूजिएज्म ज्यादा नही रहा है । बड़ी क्लासों में पार्लियामेंट के मेम्बर जाते हैं, जिनको मुफ्त पास दिए जाते हैं या बड़े अफसर जाते हैं, जिन को सरकारी तौर पर यह सहूलियत दी जाती है, लेकिन आम लोग यह समझते हैं कि बस के जरिये आसानी से, जल्दी और हिफाजत से पहुंचेंगे । हम राउरकेला गए, तो वहां पर स्टेशन पर बड़ी भीड़ देखी । दूसरे दिन भी वैसी ही भीड़ देखी । हम को बताया गया कि यह भीड़ हर वक्त रहती है और रेलवे को भी आगे पीछे जाने का रास्ता नही मिलता है । इसलिए मैं अर्ज करना चाहता हू कि इम्पार्टेन्ट जगहो पर भीड़ कम करने का कोई न कोई इन्तजाम करना चाहिए ।

इस के बाद मै पंजाब के सम्बन्ध में नई रेलों के मुताल्लिक एक दो बातें कहूंगा । हम रेलवे मिनिस्ट्री के मशकूर हैं कि रोहतक से गोहाना तक लाइन बनाई गई है, लेकिन असल में परपज तभी सर्व होता अगर गोहाना को पानीपत से मिलाया जाता, जैसा कि लड़ाई से पहले था । यह जो पचास परसेंट की मदद की गई है, वह तो वैसी ही है कि किसी की चौथी छत से लिफ्ट से नीचे लाया जाये और दूसरी छत पर लिफ्ट खराब हो जाय, तो उस को कहा जाय कि तुम्हारा पचास

[ज्ञानी गु० सिं० मुसाफिर]

परसेंत काम हो गया , चाहे वह लिफ्ट न बैठा रहे । रोहतक से गोहाना तक लाइन बनाना ऐसा ही है, लेकिन जब तक उस को पानीपत तक न मिलाया जाये, तब तक परपज पूरी तरह सर्व नही होता है ।

चंडीगढ़ एक एम्पार्टेन्ट जगह है । ज्यों ज्यों उस की प्राग्रेस हो रही है, उस सिलसिले में रेलवे की जिम्मेदारी भी बढ़ती जाती है । जितने डेवेलपमेंट के काम ज्यादा होंगे—आखिर डेवेलपमेंट के काम को कोई रोक नहीं सकता है—जितनी ही ज्यादा सड़कें बनेंगी, उतना ही रेलवे के साथ मुकाबला ज्यादा होगा और उतना ही रेलवे को बढ़ना पड़ेगा । चडीगढ को लुधियाना से मिलाना बहुत जरूरी है । उस को जगाधरी से मिलाना भी बडी जरूरी है, जहां कि रेलवे के वर्कशाप है । यह कितनी अजीब बात है कि चडीगढ़ मे कोई शैल्टर नहीं है । वहा पर यूनिवर्सिटी बन गई है । मुझे यह इत्तिला मिली है कि जब वहां पर इम्तिहानो के परचे पार्सल होने के लिए गए तो वे शेल्टर न होने की वजह से भीग गए और उन को धूप में सुखाना पडा है । इसलिए चंडीगढ़ की इम्पार्टेन्स को जरूर समझना चाहिए ।

एक लाइन कादिया से श्री हरगोविन्द-पुर तक बनाई जाए । पहले वहां सरवे कर के इन्तजाम किया गया था कि कादियां से हरगोविन्दपुर को मेन लाइन व्यास कुटारी के साथ मिलाई जाये। मैं यहां पर कई दफा बजट के मौके पर कह चुका हूं । वहां पर बिछी हुई लाइन उठा दी गई । उस तरफ कोई ध्यान नही दिया गया ।

माधोपुर से जम्मू तक जो लाइन है, वह दूसरे पांच-साला प्लान में खत्म हो जानी चाहिए ।

मै एक और जरूरी बात का जिक्र करना चाहता हूं । रोड़ ट्रांस्पोर्ट की बात तो की जाती है, लेकिन अगर किसी को अमृतसर से फिरोजपुर जाना हो, तो उस के दिल में रेलवे से जाने का ख्याल क्यों पैदा होगा ? इस की वजह यह है कि रेलवे में जालन्धर के रास्ते से १४० मील का सफर तय करना पड़ता है, जब कि अमृतसर से फिरोजपुर ८६ मील है । अगर रेलवे लाइन बनाई जाय, तो ७५ मील की लाइन बनती है और वह भी बहुत हद तक बनी हुई है । यानी अमृतसर से पट्टी तक लाइन बनी हुई है और पट्टी से हरी का पत्तन १७ मील है और वह १७ मील की लाइन बननी है । इस के आगे हरी का पत्तन से मखू तक सात मील की पट्टी पडी हुई है । उसे इम्परूव करने की जरूर है । ज्यादा से ज्यादा चौबीस मील के टुकड़े से बार्डर के तीनो डिस्ट्रिक्ट्स कवर हो जाते हैं—पठानकोट तो मिला हुआ है ।

इसी तरह जोगिंदरनगर से मडी तक ४५ मील का फासला है । उस की इम्पार्टेन्स यह है कि वहा सफेद नमक निकला है, जिस की देश को बडी जरूरत थी । उस को भी मिलाया जाना चाहिए ।

अगर डीजल गाड़िया अमृतसर से जालंधर, जालंधर से फिरोजपुर, दिल्ली से जीन्द, जीन्द से पानीपत, दिल्ली से नरवाना, नरवाना से कुरुक्षेत्र और कुरुक्षेत्र से दिल्ली चलाई जायें, तो इस से पंजाब की सहूलियत हो सकती है ।

मै एक छोटी सी बात यह कहना चाहता हूं . . .

उपाध्यक्ष महोदय : आप बहुत सी बातें कहेंगे तो शायद वे मानी न जायें ।

ज्ञानी गु० सिं० मुसाफिर : मैं दो मिनट में सारी बात खत्म कर देना चाहता हूं । मैं एक बड़ा जरूरी सवाल यहां पर रखना चाहता हूं । यहां पर जो मंथली टिकट दिये जाते हैं उन के लिये कलकत्ते में ए० सिस्टम है और दिल्ली में दूसरा। दिल्ली में पंजाब के बहुत से लोग आते है मजदूरी करने के लिये । कलकत्ते में अगर कोई १६ सिंगल टिकट ले ले तो उस को एक महीने का पास मथली मिल जाता है । लेकिन यहा पर कायदा २४ सिंगल टिकटो का रक्खा हुआ है, यानी डेढ़ का । मैं चाहता हूं कि दिल्ली को भी कलकत्ते की ही तरह कर दिया जाय । यहां पर तीन महीने के लिये २० टिकटो का हिसाब रक्खा गया है, लेकिन गरीब आदमी कोई भी तीन महीने के लिये इकट्ठा पास नही लेते ।

इस के बाद मैं कैटरिंग के बारे मे कहना चाहता हू । माननीय मन्त्री जी ने कहा है कि पब्लिक ने इस को पसन्द किया है । डिपार्टमेंट ने पसन्द किया हो, तो मैं नही कह सकता, डिपार्टमेंट का कितना फायदा हुआ यह मै ठीक तरह से जानता नही हू, इस का यह मतलब भी नही है कि मैं डिपार्टमेंटल केटरिंग की मुखालिफत करता हूं या मपोर्ट करता हू, या यह कहता हू कि उस का प्राइवेट ठेकेदार के पास होना चाहिए, मगर यह कहना गलत है कि उस में कुछ इम्प्रूवमेंट हुआ है । आप एक मोटी सी बात दिल्ली की ले सकते है । दिल्ली के होटल मे जब कि वह ठेकेदार के पास था कोई ४०० रु० रोज का सेल था । आज माननीय मंत्री जी शायद इस को ज्यादा अच्छी तरह बतला सकेंगे लेकिन मेरा खयाल है कि अब वह डेढ़ या दो सौ रुपयों से ज्यादा नही है ।

इसके बाद आप सफाई की बात को देखिये । सफाई एक खास चीज है । जो लोग बाहर से आते हैं पुरानी दिल्ली के स्टेशन पर वह रेस्ट हाउस या वेटिंग रूम्स में जाया करते हैं । आप वहां जा कर देख लें, कोई भी नहीं कह सकता कि वहां पर सफाई अच्छी है । दिल्ली स्टेशन में एक पुराना लिफ्ट है । मैं कहूंगा कि आप जा कर उस लिफ्ट को ही देखिये । अगर कोई भी उस लिफ्ट पर चढ़ कर देखे और वेटिंग रूप में जाये तो पता चलेगा कि लोग क्या इम्प्रेशन ले कर जाते होंगे । पहले वह इतना अच्छा हुआ करता था कि उसमें मुह नजर आता था लेकिन अब वह इतना खराब है कि उसे देख कर ही जी मचल उठता है । ऐसी हालत में कोई आदमी बाहर से आकर क्या इम्प्रेशन लेगा ।

एक छोटी सी बात केटरिंग के बारे में और भी है । चाहे वह डिपार्टमेंटल हो या ठेकेदार की हो, आखिर हम लोगों का वहां खाना जरूर खाना है, इसलिये इन के बारे मे लोगो को आप जितना अच्छा इम्प्रेशन देंगे उतना ही बेहतर होगा । एक गाड़ी थी, उस में मैं ने डाइनिंग कार मे कोई सफाई नही देखी । मैं खाने को बैठा तो बर्तनों को देखा, नैपकिन को देखा। आप, डिप्टी स्पीकर साहब इस बात को अच्छी तरह से समझ सकते है कि एक दाढ़ी वाले आदमी को गाडी मै बगैर नैपकिन के खाना खाने मे कितनी दिक्कत होती है ।

उपाध्यक्ष महोदय . मैं उस मै गया ही नही ।

ज्ञानी गु० सिं० मुसाफिर . बैरा से मांगने पर भी साफ नैपकिन नही मिला क्योंकि उन को इस बात का खयाल नही है, इस बात की चिन्ता नही है कि उस का क्या असर पड़ता है । खैर, इस के मुताल्लिक ज्यादा न कह कर यही कहूंगा कि केटरिंग में और इम्प्रूवमेंट करना चाहिये । अगर

[झाली गु० सिं० मुसाफिर]

इस से आगे कदम उठाना है, आगे बढ़ना है तो मेहरबानी कर के उस वक्त तक कदम न उठाइये जब तक आप के पास इन्तजाम अच्छा न हो । अगर आप के पास इन्तजाम हो तो बेशक उठाइये । जब तक इन्तजाम नही हो जाता तब तक मुसाफरों को रेलवे डिपार्टमेंट को तकलीफ नही देना चाहिये । चूकि मै खुद भी मसाफिर हूं इसलिये मेरा ताल्लुक सफर से ज्यादा रहता है और इसीलिये मुझे इस की चिन्ता है ।

इस के बाद एक बात मै आप की इजाजत से चित्तरंजन लोकोमोटिव के मुताल्लिक कहना चाहता हूं । पिछले साल २८ जनवरी को वहां गया तो कहा गया था कि ६३३ एंजिन अब तक बन चुके हैं और वहा के जो कर्मचारी हैं उन का अन्दाजा था कि हम डेढ़ रोज में एक एंजिन तैयार करते है, यानी साल मे २४० । लेकिन मुझे माननीय मंत्री की स्पीच को पढ़ कर बडी हैरानी हुई कि अब तक १५४ से बढ़ कर कुल १६८ तक ही एंजिन बने है । शुरू शुरू में और सरदार करनैल सिंह के समय में ७६ से बढ़ कर १७४ तक यह चला गया था । उम्मीद थी कि आगे भी काफी तेजी से यह तादद बढ़ेगी लेकिन १५४ के बाद सिर्फ १४ का इजाफा हुआ है । अगले साल तक १६८ तक ही रहेंगे । हम ने तमाम लोहे के कारखाने बनाये हैं और लोहा तैयार हो रहा है, आखिर उस की कहीं तो खपत करनी ही होगी । में ने इस दफा टेलको को भी देखा । उन्होंने कहा कि वे रेलवे का १४८ एंजिन दे सकते है । उन्होने ६० तक के लिये कहा है, लेकिन १४८ तक दे सकते हैं । बाहर से छोटे एंजिन मगवाने की बजाय टेलको की तरफ भी ज्यादा ध्यान दिया जाय ।

श्री शाहनवाज खां : बिल्कुल कोई एंजिन नही मंगवायेंगे स्टीम का ।

झाली गु० सिं० मुसाफिर : अब मैं पंजाब की राजधानी चंडीगढ़ की बात फिर कहना चाहता हूं । राजपुरा का क्रासिंग पुल जल्दी बनाया जाय ताकि पटियाला और चंडीगढ के बीच आमद रफ्त में आसानी हो ।

उपाध्यक्ष महोदय : अब पंद्रह घंटे तो खत्म हो गये जो कि मुकर्रर किये गये थे ।

Normally I should call the hon Minister now The general points have already been made. Only the local grievances are to be ventilated. That can be done in 10 minutes. So, hon Members will confine their remarks to 10 minutes each.

श्रीमती सहोदरा बाई माननीय उपाध्यक्ष महोदय, आज पाच दिन के बाद आप ने मुझे मौका दिया बोलने का । हमारे विभिन्न माननीय सदस्य रेलवे बजट पर बोल चुके है, मै तो थोडा सा बोलूगी ।

अपने अपने क्षेत्र के लिये तो सब चाहते है कि हमारे क्षेत्र में लाइनें बनाई जायें, लेकिन उस क्षेत्र की माग कोई नहीं करता जिनमें और भी बहुत अडचनें हैं । रेलवे मंत्री को बतलाने की आवश्यकता नही है आज भी बहुत से इलाके ऐसे है जहां पर रेलवे की सुविधा बिल्कुल नही है । जैसे अभी काश्मीर में पठानकोट से रेलवे ले जाने की बड़ी आवश्यकता है क्योंकि हमारे शत्रु वहां पर बैठे हुए हैं । काश्मीर तक लाइन बनाने की आवश्यकता इसलिये है ताकि हम अपने देश की रक्षा कर सकें ।

सन् १९५५ में मै गोवा गई थी रत्नागिरी डिस्ट्रिक्ट से गाड़ी बेलगांव से सावंत-

वाडी और बांदा तक और सामंतवाडी से बेनूरला तक । यह जगहें ऐसी हैं जहां के लोगों ने लाइन की मांग की थी और कहा था कि यहां पर कोई रेल की व्यवस्था होनी चाहिये। दूसरे वहां पर पोर्चुगीज राजा राज्य करते हैं । इसलिये भी यह आवश्यक है कि गाड़िया चलाई जायें ताकि हम अपने राष्ट्र की रक्षा कर सकें । इसी प्रकार और भी कई जगहें है जहां पर रेलवे की कोई व्यवस्था नही है। उन जगहों की ओर हमारे रेलवे मंत्री को ध्यान देना चाहिये । इसी तरह से मध्य प्रदेश का इलाका है । सन् १८५७ मे झांसी की रानी अंग्रेजों से लड़ी थी और उस की वजह से अंग्रेजों ने विंध्य प्रदेश को बिल्कुल कुचल दिया था, बरबाद कर दिया था और वह उसी तरह से चला आ रहा है। वहा पर ऐसी जगहो पर रेल लाइनें नही गई है जैसे हमारा सागर का इलाका है । सागर से बंडा, हीरापुर, छतरपुर, पन्ना तक रेल लाइन होनी चाहिये क्योंकि वह डाकुओ का एरिया है । अगर उस जगह को सुरक्षित करना है तो वहां पर लाइनो का बनाना जरूरी है । इस तरह से हमारे देश के रहने वालो की रक्षा भी होगी और बेकारो को काम भी मिलेगा । साथ ही साथ वहां ऐसी जगहें है जहां पर कि हीरे की खाने हैं । उस जगह पर रेल लाइन हो जाने से बहुत मदद मिल सकती है ।

आज जो रेलो मे भीड़ भाड़ बहुत होती है जिस की वजह से लोगों को बड़ी तकलीफ होती है । पुरुष तो बलवान होते हैं, लेकिन स्त्रियां जरा कोमल होती हैं । उन को गाड़ी पर चढ़ने में बड़ी दिक्कत होती है । पुरुष तो चढ़ जाते हैं लेकिन महिलायें रह जाती हैं । इसलिये मेरा सुझाव यह है कि अगर गाड़ी में दस डब्बे हों तो पांच महिलाओं के लिये हों और पांच पुरुषों के लिये ताकि महिलायें आसानी से अपने डिब्बों में प्रवेश कर सकें । रात के समय में यदि पुरुष और महिलायें साथ बैठते हैं तो वह बिल्कुल मिल कर बैठते हैं, पैर फैला कर सीट पर सो जाते हैं और अगर महिलायें, जो खड़ी होती है, कहती हैं कि भाई साहब जरा सरक तो जाओ तो कोई भी उन की बातों पर ध्यान नही देते है और वे कह देते हैं कि हम नही उठ सकते है । इस तरह से महिलाओं को अनेक प्रकार की दिक्कतें होती है ।

रेलवे विभाग में पुरुषों की बहुत अधिकता है । महिलाओं के लिये उस में जगह ज्यादा नही है । उस में महिलाओं को और भी ज्यादा नौकरियों की व्यवस्था होनी चाहिये । जैसे कंडेक्टर गार्ड होता है, उस के स्थान पर अगर महिला कंडक्टर गार्ड चला करे तो महिलाओं को भी बड़ी सुविधा होगी । बड़े बड़े स्टेशनो पर महिलाओं को इन पदों पर रक्खा जा सकता है । हमारी लड़कियां पढ़ लिख कर विद्वान हो गई है, बी० ए० पास कर के निकलती हैं फिर भी पुरुष इन जगहों मे ज्यादा प्रवेश पा जाते है, महिलायें नहीं पहुंच पाती है । अगर अब महिलायें ज्यादा रक्खी जाया करे तो सारे देश की व्यवस्था ठीक से होगी ।

महिलायें पुरुषो से किसी तरह कम नही है और उनको बराबर के अधिकार प्राप्त है । इसलिये मैं चाहती हूं कि रेलवे विभाग में पुरुषों के साथ साथ महिलाओं को भी सर्वे करने का चांस दिया जाये और मैं आपको विश्वास दिलाना चाहती हूं कि महिलायें जो भी जिम्मेदारियां आप उन पर सौपेंगें उनको वे योग्यतापूर्वक वहन करने में समर्थ होगी । इसलिये मेरा यह सुझाव है कि रेलवे में महिलाओं को भी नौकरियां आदि पदों में उचित स्थान दिया जाये . . .

सरदार अ० सिं० सहगल . रेलवे बोर्ड में महिलाओं को स्थान दिया जाये ?

श्रीमती सहोदरा बाई : मैं रेलवे बोर्ड की ही तो बात कह रही हूं ।

[श्रीमती सहोदरा बाई]

(सदन में हंसी)

जहां जहां मैं जाती हूं वहां मुझ से बहिनें यह कहती हैं कि उन्हें भी देश की सेवा करने का अवसर दिया जाये और उनको जिम्मेदारी सौंपी जाये ताकि वे भी पुरुषों के साथ कंधा से कंधा मिला कर काम कर सकें।

इसके अतिरिक्त मुझे सदन और रेलवे मंत्रालय का ध्यान इस ओर दिलाना है कि जो हमें भारी घाटा होता है उसका एक कारण यह भी है कि हमारे रेलवे मंत्रालय में जो कर्मचारी लोग हैं वे ईमानदारी, सच्चाई और पूरी लगन के साथ अपने कर्तव्य का पालन नहीं करते और रेलवे का लाखों मन कोयला ब्लैक में पहुंच कर बिकता है और मैं चाहती हूं कि आज इस तरह जो कोयले की चोरी की जा रही है और जो ब्लैक में बिक रहा है उसको बन्द करने और रोकने की कोई उचित व्यवस्था की जाये।

दूसरा कारण घाटे का यह भी है कि आज के दिन भी काफी संख्या में लोग बिना टिकट सफर करते हैं और टिकट कलक्टर्स चैकिंग का कर्तव्य ठीक से नहीं निबाहते हैं और उलटे नाजायज तौर से उनसे पैसे ले कर अपनी जेबों में रख लेते हैं और उनको बिना टिकट सफर करने देते हैं।

हमारी रेलों में पाकिटमारों के गैंग्स चलते हैं और होता यह है कि वे भांप लेते हैं कि फला शख्स जो कि मान लीजिये दिल्ली से चढ़ा है और कलकत्ते जा रहा है उसके पास जेब में पैसा है और वह उस शख्स को दूसरे गैंग वालों के हाथ में बेच लेते हैं, हजार का बेच कर १०० रुपये उस गैंग से ले लेते हैं और इस तरह वह बिकता जाता है और वे पाकिटमार लोग उपयुक्त मौके की तलाश में रहते हैं और मौका पाते ही जेब साफ कर देते हैं। इस काम में केवल पुरुष ही नहीं हैं बल्कि स्त्रियां भी लगी हुई हैं और वे साथ में रेल में सफर करती हैं और मौका पाते ही जेब काट कर रफू चक्कर हो जाती हैं। रेलों में आज जो इस तरह की चोरी और पाकिटमारी होती है, इसको रोकने की जरूरत है।

बहुत सी लड़कियां अपने घरों से निकल कर रेलों में बिना टिकट सफर करती रहती हैं, पाकिटमारी करती हैं और भीख मांगती हैं। रेलवे मंत्रालय को उनको रोकने की उचित व्यवस्था करनी चाहिये।

अब मैं थोड़ा सा अपने देहाती रेलवे स्टेशनों की बाबत निवेदन करूंगी। शहरी इलाकों में जो रेलवे स्टेशन पड़ते हैं वहां पर शौचालय, शैड और पानी आदि के नलों का इंतजाम होता है लेकिन जो रेलवे स्टेशंस देहाती इलाके में पड़ते हैं उनका कोई पुरसांहाल नहीं है। न तो वहां पर नलों की व्यवस्था है और न ही वहां पर कुओं आदि की व्यवस्था होती है जिसके कि कारण यात्रियों को बड़ी परेशानी और असुविधा का सामना करना पड़ता है। मैं चाहती हूं कि रेलवे मंत्री महोदय और उनका मंत्रालय देहाती रेलवे स्टेशनों की अवस्था सुधारने की ओर तत्काल ध्यान दे और वहां पर पातालीय नलों की व्यवस्था हो ताकि यात्री लोग प्यास के मारे न तड़पें।

इसी तरह मुझे शैडों की व्यवस्था के बारे में कहना है और मुझे बड़े दुःख के साथ कहना पड़ता है कि बड़े बड़े स्टेशनों पर तो शैडों की व्यवस्था है और जो है उनको और बढ़ाया जा रहा है और अन्य प्रकार की सुविधायें वहां पर सुलभ की जा रही हैं लेकिन देहाती स्टेशनों की इस सम्बन्ध में बिलकुल उपेक्षा की जा रही है जो कि अनुचित है। अब हमारे पथरिया और दमोह स्टेशनों पर शैड नहीं है और मैं चाहती हूं कि वहां पर शैड बनाये जायें।

आज यह आम शिकायत है कि व्यापारी लोग और दूसरे लोग जो फल, सब्जी और अन्य चीजें रेल से एक जगह से दूसरी जगह भेजते

है, वे रास्ते में हड़प कर ली जाती है, चुरा ली जाती हैं और कभी कभी तो खाली टोकरा ही डैस्टिनेशन पर पहुचता है। इस का कारण यह है कि आज आपके जो रेलवे के कर्मचारी हैं वे ईमानदारी से अपने कर्तव्य का पालन नही करते हैं और इसी के कारण यह माल की चोरी होती है और समय पर लोगो को उनका माल नही मिल पाता है। मन्त्री महोदय को इसको रोकने के लिए सक्रिय कदम उठाना चाहिये ।

15·24 hrs.

[SHRIMATI RENU CHAKRAVARTTY in the Chair]

मुझे यह देख कर बडी प्रसन्नता है कि इस समय हमारी एक माननीय बहिन सभापति की कुर्सी पर विराजमान है और मुझे आशा और विश्वास है कि वे मुझे बोलने का और अपनी पूरी बात रखने का समय देने की कृपा करेगी ।

मुझे मन्त्री महादय की सेवा मे यह भी निवेदन करना है कि कही कही पर रेलवे मे कर्मचारी पिछले १० १० साल से तैनात हैं और वे ठीक से अपनी ड्यूटी अजाम नही दे रहे है लेकिन उनका ट्रासफर नही किया जाता है। वे लोग ड्यटी न दे कर आपस मे लडते झगडते है और अक्सर उनमे शराबखोर और जुआरी होते हैं और उनकी मनमानी को कोई रोकने वाला नही है । इसलिये मै चाहूगी कि मन्त्री महोदय को इसकी ध्यानपूर्वक पडताल करानी चाहिये कि इस तरह की गडबडी कहा कहा उनके विभाग मे हो रही है और उसको बन्द करने के लिये उन्हे जरूरी कार्यवाही करनी चाहिये ।

देहाती इलाको और अन्य जगहो पर जहा कि रेलवे लाइने बनी है, उनके पास बहुत सी ऐसी जमीन बेकार पडी है जिस पर कि काश्त की जा सकती है और अन्न आदि उपजाया जा सकता है और मैं चाहती हू कि इस तरह की जमीनो को यू ही बेकार न पड़े रहने दिया जाय और ग्रामीणो और उन लोगो को जो कि उन जमीनों के नजदीक के क्वार्टर्स में रहते हैं उनको उन जमीनो को जोतने की सुविधा दे दी जाय ताकि ऐसी बेकार जमीनो मे उत्पादन कार्य किया जा सके ।

मै रेलवे मन्त्रालय का ध्यान इजनो से गिरने वाली आग से जो देश का नुकसान होता है उसकी ओर दिलाना चाहती हू । आज होता यह है कि जब रेलवे इजन किसी जगल से हो कर गुजरता है तो उसमे निकलने वाली आग मे जगल के जगल जल कर खाक हो जाते है और नष्ट हो जाते हैं और घास में आग लग जाती है । इसलिये मेरा सुझाव है कि इस नुकसान को रोकने के लिये इजनो मे जाली लगानी चाहिये ताकि जो आग बाहर को निकल कर गिरती है वह न गिरने पाये ।

इसके अतिरिक्त मै रेलवे मन्त्रालय का ध्यान इस ओर भी दिलाना चाहती हू कि आज जो हमारे स्टेशनो पर गाडड्स तैनात होते है वे बिल्ला तो जरूर लगाये होते है लेकिन वे सिवाय इधर उधर पैट मे हाथ डाले घूमने के और कुछ नही करते और खास कर ग्रामीण भाई जो कि पढे लिखे नही होते और जो कि रेल आदि के समय की जानकारी चाहते है उनको ठीक से एटैंड नही करते । महोदय को देखना चाहिये कि उन्होने जो कर्मचारी इस काम के लिय तैनात किये है वे ठीक से अपनी ड्यूटी अजाम देते है ।

मै फिर अपनी यह माग दुहराना चाहती हू कि पथरिया और दमोह मे शैड की व्यवस्था होनी चाहिये ।

मैंने उस क्षेत्र मे स्पेशल गाडी चलाने की माग की थी और मै कोई कारण नही देखती कि उसकी व्यवस्था क्यो नही हो सकती जब कि उस लाइन पर मालगाडी

[श्रीमती सहोदरा बाई]

हजारों मील तक चलती है। इसलिये मेरी माग है कि बीना से बिलासपुर तक एक रेलगाडी चलाने की व्यवस्था अवश्य की जानी चाहिये ताकि वहा की जनता को सहूलियत हो। आज जब मै अपने निर्वाचन क्षेत्र में जाती हू तो मुझे लोगो से यह उलाहना सुनने को मिलता है कि आप इतना भी जब नही करा पाती तो आपके वहां पर भेजने से हमे क्या फायदा हुआ और हमें आपको वोट देने से क्या लाभ हुआ और वे यहा तक मुझे कहते है कि अगर ऐसी ही हालत बनी रही तो हम अब की बार आपको वोट नही देगे। इसलिये मेरी प्रार्थना है कि उस क्षेत्र की उपेक्षा न की जाय और और रेल चलाने व्यवस्था की जाय और इस सम्बन्ध मे यह याद रखना है कि इसकी माग चाहे काग्रेस वालो की तरफ से आये या हमारे उधर बैठने वालो की तरफ से की जाय, उस पर रेलवे मत्री महोदय को ध्यान देना चाहिये क्योकि इस माग के पीछे वहा की जनता की आवाज है और उसकी इसलिये उपेक्षा नही की जानी चाहिये।

अपना स्थान ग्रहण करने से पेश्तर एक बात जो कि रही जाती है उसको कह कर समाप्त करदगी और वह है हमारी रेलो मे लले लगडे कोढी और अपाहिज लोगो का सफर करना। आज उन लोगो की काफी सख्या है और इस तरह के कोढी, अपाहिज और लगडे वगैरह मे हमारी रेलो मे सामान्य मुसाफिरो के साथ बैठ कर सफर करते है जो कि स्वास्थ्य की दृष्टि से उचित नही है और उससे जनसाधारण मे तरह तरह की बीमारियो के फैलने का सदा खतरा बना रहता है। इसलिये मैं चाहूगी कि हर रेलगाडी मे इस किस्म के लोगो के बैठने के लिये गाड़ी में आखिर में एक डिब्बा लगा दिया जाय जहा कि यह लोग बैठें। आज जो यह भिखारी, कोढ़ी और लगडे रेलगाडियो में मुसाफिरो के डिब्बों में एक साथ सफर करते है और भीख मागते हैं और जाहिर है कि जब विदेशी लोग यह दृष्य देखते होगे तो वे हमारे बारे में क्या सोचते होगे और इसलिये मै चाहती हू कि इसकी उचित व्यवस्था की जाय और उनके लिये रेलगाडी में एक अलग डिब्बा जोड दिया जाय जहा कि वे जा बैठ सके। मेरा यह सुझाव है कि गाडियो मे मागने वालो का ज्यादा ध्यान रखा जाये। उनके लिये पीछे एक डिब्बा लगा दिया जाया करे जिसमे वे चले। हमारे देश मे हरद्वार मे हर बारह साल मे एक मेला लगता है, नासिक में लगता है और इलाहाबाद मे भी लगता है। उसमे साधू लोग जरूर जाते है और वगैर जाये मान नही सकते। इसलिये इनके लिये पीछे एक डब्बा लगा दिया जाय करे ताकि और और लोगो को जाने मे दिक्कत न हो। यह मेरी प्रार्थना है।

श्री जगदीश अवस्थी (बिल्हार)

सभानेत्री जी, रेलवे के सामान्य बजट पर कई रोज से चर्चा हो रही है और सदन के कई माननीय सदस्यो ने अपने अपने विचार व्यक्त किये है। मै रेलवे के मत्री महोदय से केवल यही कहूगा कि अभी तक रेलवे प्रशासन के समक्ष गाडियो मे अत्याधिक भीडभाड, रेलवे की दुर्घटनाये और गाडियो का देर से चलना, यही समस्याये थी। लेकिन अब इनके साथ एक और समस्या बढ गई है, वह यह कि जो यात्री चलते है उनकी हत्यायें होती है, चोरिया होती है। यह एक बडी समस्या बढ़ती जा रही है जिसकी ओर प्रशासन को ध्यान देना चाहिये। यद्यपि यात्रियो को जान माल की रक्षा के लिये रेलवे सुरक्षा दल तथा रेलवे पुलिस का सगठन

होता है, लेकिन ये दोनो दल साथ साथ चलते भी हैं और फिर भी चोरियां होती जाती हैं और हत्यायें भी होती जाती है । यह एक बडा गम्भीर प्रश्न है जिसके ऊपर रेलवे प्रशासन को निश्चित रूप से विचार करना चाहिये । इन दोनो सुरक्षा दलो का सचालन दोषपूर्ण है । रेलवे सुरक्षा दल की जिम्मेदारी केवल माल की रक्षा करना है जब कि रेलवे पुलिस की जिम्मेदारी यात्रियो की जान की रक्षा करना है । लेकिन इन दोनो दलो मे कोई सामजस्य नही है और इसलिये यात्रियो को अनेक कष्टो का सामना करना पडता है ।

दूसरी बात रेलवे मत्री जी ने यह कही कि आज रेलवे की आमदनी घटती जा रही है । उसका मुख्य कारण उन्होने यह बताया कि रेल और रोड की प्रतियोगिता है जिसमे रोड आगे बढती जा रही है और उसके फलस्वरूप रेलवे की आमदनी में घाटा होता जा रहा है । इस सम्बन्ध में मै यह कहना चाहूगा कि इस घाटे को इस तरह दूर किया जा सकता है कि रेलवे प्रशासन अपने काम मे अधिक क्षमता लावे । अगर सामान जल्दी ढोया जाये और गाडिया जल्दी चलें तो स्वय लोग रेलवे की तरफ आकर्षित होगे और अपने माल को रेलवे द्वारा भेजेगे । इस समस्या का यह हल कदापि नही होना चाहिये कि खुली प्रतियोगिता मे जो ट्रक चलते है उन पर कोई प्रतिबन्ध लगाया जाये । रेलवे प्रशासन को अपने अन्दर के दोषो को दूर करना चाहिये ।

मै सदन का और माननीय मत्री महोदय का ध्यान एक बात की ओर दिलाना चाहता हू । रेलवे बोर्ड रेलवे प्रशासन का प्रमुख बोर्ड है जिसके जरिये रेलवे प्रशासन का सारा काम हो रहा है । उस बोर्ड में आज पक्षपातपूर्ण कार्य हो रहा है और रेलवे प्रशासन में आज जो भ्रष्टाचार की खिचडी पकती है उसका एक नमूना मै माननीय मत्री महोदय और सदन के सामने रखना चाहता हू । मेरे एक प्रश्न का १७ दिसम्बर को रेलवे मत्री ने यह उत्तर दिया था कि ढाई सौ रेलवे के मालगाडी के मुडा डब्बो के निर्माण का ३० जनवरी, १९५७ को ठेका कानपुर स्थित सिंह इजिनियरिंग वर्क्स को दिया गया । उस ठेके में आठ शर्तें थी । उन शर्तों में एक शर्त यह थी कि डेढ वर्ष के अन्दर २८ लाख रुपये के ठेके में ढाई सौ डब्बे सप्लाई किये जाये । मुझे जो उत्तर दिया गया उसमे बतलाया गया कि डेढ वर्ष में एक भी डब्बा सप्लाई नही किया गया । लेकिन सबसे बडी आश्चर्य की बात तो यह हुई कि उस ठेके को पुनर्जीवित कर दिया गया । मुझे पता नही कि आज भी वह ठेका कायम है या नही । मै जानना चाहूगा कि जब डेढ वर्ष में एक भी डब्बा सप्लाई नही किया गया तो इस २८ लाख के ठेके को क्यो पुनर्जीवित किया गया । मै जानना चाहूगा कि उस ठेके को पुनर्जीवित करने के लिये क्यो उदारता बरती गयी । मुझे जो उत्तर दिया गया था उसमें यह बात नही थी कि अगर यह प्राइवेट फर्म रेलवे वैगन्स सप्लाई नही कर सकेगी तो उसका ठेका पुनर्जीवित कर दिया जायेगा । पता नही कि किस तरह से यह शर्त उस ठेके में बढा दी गयी कि आवेदक समय के अन्दर अगर रेलवे वैगन न दे सके और अगर वह ठेके का बढाना चाहे तो उसे अवधि और मिल सकती है । पता नही कि उसमे यह शर्त कैसे बढा दी गयी । हम देखते है कि रेलो में लिखा रहता है कि भारतीय रेलें भारतीय जनता की सम्पत्ति है और हमको उसकी रक्षा करनी चाहिये । मै यह कहना चाहूगा कि यह २८ लाख रुपया भी तो भारतीय जनता की ही सम्पत्ति है । जिस प्राइवेट फर्म की डब्बे बनाने की क्षमता नही उसको ठेका क्यो दिया गया इस पर विचार होना चाहिये । मैं चाहूगा कि रेलव मत्री अपना उत्तर देते समय इस पर प्रकाश डालें ताकि सदन को मालूम हो जाये कि इस प्रकार का पक्षपात किया जाता है । इस तरह से रेलवे की सम्पत्ति के साथ खिलवाड की जाती है ।

[श्री जगदीश अवस्थी]

इस देश के अन्दर एक चीज की बड़ी चर्चा हुई है। हमारे देश में मूदड़ा काड हुआ। मथाई कांड हुआ। मैं यह भी चाहता हू कि जो इस प्रकार के ठेके दिये जाये जिनका ठीक से काम न हो वह भी हमारे सामने आने चाहिये।

हम चाहते हैं कि अपने देश मे समाजवादी समाज रचना करे। लेकिन हम देखते है कि रेलो में सैलून लगाये जाते हैं, एअरकडीशन्ड गाडिया लगायी जाती है फर्स्ट और सैकिंड क्लास के डब्बे लगाये जाते है और थर्ड क्लास के भी डब्बे लगाये ज ते है। इस अवस्था में कैसे सम जवादी समाज रचना हो सकती है। आज हम देखते है कि जो लोग सैलून मे एअरकडीशन्ड गाडियो में और फस्ट क्लास में चलते हैं उनसे रेलवे को घाटा होता है, लाभ कम होता है। लेकिन जो तृतीय श्रेणी के यात्री चलते है उनसे ही रेलवे को आमदनी ज्यादा होती है लेकिन अगर आप सुख सुविधाओ की ओर देखे तो जो लोग आज सैलूनो में एअरकडीशन्ड गाडियो मे और फर्स्ट क्लास में चलते है उनको हर प्रकार की सुख सुावधा दी जाती है, उनके साथ रेलवे प्रशासन दामादो जैसा व्यवहार करता है। लेकिन जो तृतीय श्रेणी में चलते है और जिनसे रेलवे प्रशासन का अधिक आमदनी होती है, उनके साथ नौकर जैसा व्यवहार किया जाता है। जो लोग आज तीसरी श्रेणी के डब्बो मे चलते है उनकी सुख सुविधा पर कोई ध्यान नही दिया जाता।

Pandit D N Tiwary (Kesaria) On a point of order, Madam Chair man The hon Member has said that the Railway administration treats those who travel in first-class and air-conditioned classes just like their sons-in-law Is it Parliamentary?

Mr. Chairman I am sorry I could not follow Hindi, otherwise I would have myself called him to order It is better that the hon Member uses terms which will be considered Parliamentary It is not proper to use such terms I am unable to understand the niceties of Hindi

Shri Nath Pai The status of a son-in-law is very respectable

Mr Chairman I will look into it I will see because I am not able to follow it myself

श्री जगदीश अवस्थी हमारे माननीय सदस्यो को इस बात पर आपत्ति क्यो है। हमारे देश में दामाद को बडा सम्मान दिया जाता है। इसलिये मैंने यह कहा था मैंने कोई अनुचित बात तो नही कही।

तो मैं यह निवदन कर रहा था कि इस विभाजन पर आपको विचार करना पडेगा। मैं यह जानता हू कि हम इस देश मे एक दिन मे सम नता क यम नही कर सकते। लेकिन फिलहाल हम रेलव मे दो विभाग कर सकते है, एक अपर क्लास और दूसरा लोअर क्लास। और जो भी क्लास है उनको खत्म कर दिया जाय।

यहा पर बहुत से माननीय सदस्यो न अपने अपने क्षेत्र की बातें कही है। मेरा सबध कानपुर शहर और जिले से है। उसके सबध मे मैं एक दो बाते कहना चाहता हू। गत वर्ष भी मैं न यह निवेदन किया था लेकिन इस ओर ध्यान नही दिया गया। मेरे क्षेत्र से पूर्वोत्तर रेलव उत्तर रेलव और मध्य रेलव गुजरती है। मैंने गत वष कहा था कि कानपुर से झासी ाने के लिय मध्य रेलवे की कोई पैसिजर गाडी १७ घटे तक नही है। डाकगाडी चलती है। इस ब्राच के लिय एक पैसिजर ट्रेन का चलना आवश्यक है। मुझ से कहा गया था कि दूसरी पचवर्षीय योजना मे इसका प्रबन्ध कर दिया जायेगा। मैं नही समझता हू कि उसका प्रब ध कब तक हो जायेगा। लेकिन फिलहाल प्रात काल जो डाकगाडी कानपुर से झासी जाती है उसको कुछ स्टेशनो के लिये पैसेंजर ट्रेन म बदल दिया जाय।

इसके अतिरिक्त पूर्वोत्तर रेलवे के सम्बन्ध में कई माननीय सदस्यों ने भी कहा है कि वहां का प्रबन्ध इतना खराब हो गया है कि गर्मी के दिनों में तृतीय श्रेणी के यात्रियों को न ठीक से हवा मिलती है, न पानी मिलता है और न ही रोशनी मिलती है। मेरे क्षेत्र में उत्तर प्रदेश का एक बहुत बड़ा मेला—मुकन्दपुर का मेला—लगता है, जिसके लिये प्रत्येक वर्ष स्पेशल ट्रेन चला करती थी। इस वर्ष उस को भी बन्द कर दिया गया है। मैं ने खुद देखा है कि यात्री छतों पर बैठ-बैठ कर यात्रा करते हैं। इस में कितना कष्ट होता है। यह उत्तर प्रदेश का सर्वेशियो का प्रमुख मेला है, लेकिन रेलवे प्रशासन की कमी की वजह से वह मेला नष्ट होता जा रहा है।

गत वर्ष भी मैंने कहा था कि उत्तर रेलवे में कानपुर में जूही स्टेशन है, जहां पर लोकल ट्रेन्ज खड़ी होती हैं। इस विषय में लिखा पढ़ी की गई, जिसके उत्तर में कहा गया कि वहां पर मार्शलिंग यार्ड है, जिस के कारण वहां कोई स्टेशन नहीं बन सकता है। वहां पर लोग बिना टिकट उतरते हैं और रेलवे का नुक्सान होता है। वहां लोगों की बड़ी आबादी भी बन गई है लेकिन फिर भी कोई स्टेशन नहीं बनाया गया है। वहां पर गोविन्दनगर में एक पुल बनना चाहिये। एक बार मंत्री महोदय वहां पधारे थे और उन्होंने आश्वासन दिया था लेकिन पता नहीं, उस में क्या होता है।

आखिरी बात मैं यह कहना चाहता हूं कि रेलवे में जो हमारे चतुर्थ श्रेणी के कर्मचारी हैं, उन में से बहुत से स्नातक हो गये हैं, लेकिन उन को अभी तक प्रोमोशन नहीं दिया जा रहा है। मैं समझता हूं कि अब उन को प्रोमोशन दिया जाना चाहिये। पहिले द्वितीय श्रेणी के पद इसलिये बनाये गये थे कि प्रथम श्रेणी के कर्मचारी अंगरेज होते थे और वे काम नहीं करते थे और द्वितीय श्रेणी के कर्मचारियों से काम लेते थे। आज भी रेलवे प्रशासन में द्वितीय श्रेणी के कर्मचारी हैं और उन से काम प्रथम श्रेणी का लिया जाता है, लेकिन उन को प्रोमोशन नहीं मिलती है। अगर आप द्वितीय श्रेणी के कर्मचारियों को प्रोमोशन दें, तो तृतीय श्रेणी के कर्मचारियों को आटोमैटिक प्रोमोशन मिल जायगा। मैंने हिसाब लगाया है कि अगर द्वितीय श्रेणी के एक कर्मचारी का प्रोमोशन होता है, तो उस से सात तृतीय श्रेणी के कर्मचारियों को लाभ होता है।

अन्त में मैं यह कहना चाहता हूं कि रेलवे प्रशासन में इस प्रकार का जो पक्षपात हो रहा है और इस प्रकार की बुरी प्रवृत्तियां बढ़ती जा रही हैं उन को रोका जाना चाहिये।

Shri Damani (Jalore) Madam Chairman, at the very outset, I want to congratulate the Railway Minister as well as the Railway Board for their excellent performance during the current year. In spite of the difficulties and the limited resources at their disposal, they have done their best

Mr. Chairman: I should remind the hon Member that I am going to be strict about the ten minutes limit. There is a large list of Members. He may come to the essentials immediately

An Hon. Member: Don't waste time in congratulations

Mr. Chairman: Let him proceed

Shri Damani: The Budget estimate leaves Rs 21,19.00,000 as surplus. After providing sufficiently for the recommendations of the Pay Commission, I think our surplus would be not less than that in the previous year

[Shri Damani]

Many Members have spoken about overcrowding in the Railways It is a fact that there is overcrowding But, if we see what the Railways have done to overcome these difficulties, the resources they have in their hands and the success that they have achieved, with an open mind, I think we will appreciate that Last year, the Railways have introduced 192 new trains This year, there was a very small increase in the track They have introduced 112 new trains Also last year, they extended the run of the existing trains by 70 This year, they have extended further the run of the existing trains by 80 In this way, the Railways have done much to overcome the problem of overcrowding Last year, the daily mileage of the passenger trains was increased by 9250 miles This year, there is a further increase of daily mileage by 5702 In this way we can see that the Railways have done their best to tackle the problem of overcrowding

Regarding expenses, I think the Railway Minister has taken proper care to reduce the expenses to the best of his ability Our main item is fuel The fuel expenditure rate is maintained There is a decline in the repairs and maintenance expenditure The maintenance expenditure in the last year was 27 4 per cent In the estimate of the next year, it is 26 5 per cent There is a decrease of 1 per cent and the Railways have shown improvement

One important point I want to stress The Railways have contributed a great deal for the improvement of the industries in the country This year, the Railways are going to purchase Rs 80 crores worth of parts and rolling stock and out of that, Rs 68 crores worth of material is going to be purchased in the country The Rail ways have developed so many new industries in the country and they have created many employment opportunities

Shri Nath Pai: Leave something for the Minister to defend the department

An Hon. Member: He will be the Third Deputy

Shri Damani: Only materials worth Rs 12 crores are going to be imported Eighty-five per cent of the necessities of the Railways are going to be manufactured and are being manufactured in the country and only 15 per cent are going to be imported This is also an item where we appreciate the working of the Railways and the facilities that they have given towards improvement of local production

As regards late running of trains, in this section also, there is considerable improvement Many important trains are running at the proper time There is still scope for improvement in this connection I hope the Railway Board will take proper care to run the trains in the scheduled time so that the grievances of the passengers could be removed

Regarding accidents, I think if we compare the figures with those of the previous years, we will be satisfied that this year the number of accidents is also reduced Serious accidents are less, definitely I think the Railways are taking proper care to improve the conditions I think in the next year accidents will be under control

Some years back it was very difficult to obtain wagons for transport Now, the conditions have improved and anybody can get wagons as soon as he applies

Shri Nath Pai Not anybody

Shri Damani: The bottleneck has been removed and wagons are available freely

Much has been said about road and rail transport, but I think that a healthy competition between the two should be continued, and it would be in the interests of the country and the railways that a reasonable curb is placed on unhealthy competition. There are some ills of overloading in the trucks If they are checked, much of this competition can be reduced

Shri Braj Raj Singh (Firozabad) But the blow has been dealt.

Shri Damani: The railways have tried their best to fulfil the targets laid down in the Plan They are going to spend Rs 235 crores and next year about Rs 211 crores In this way, the railways will be able, I think, to fulfil the target of 162 million tons of goods fixed for the railways

Now I would like to say something about Rajasthan In Rajasthan there are many places which are not connected by railways, and the people have to travel two or three days to reach a railway station Therefore, a proper survey should be made as to where railway lines can be laid With the completion of the Chambal Project and the Rajasthan canal, the whole area would prosper and as such it is most desirable that this area is connected with a network of railways Further, Rajasthan provides a rich hinterland and feeding area for Kandla port on the western side, and unless it is connected the facility of speedy transport will not be there The railways should look into this

The railways have very kindly started Janata trams between Delhi and Ahmedabad, but it is only three days in the week This may be made daily so that passengers can take full advantage of it, otherwise, I am afraid these trains may be discontinued

Finally, I have a few suggestions to make I want the railways to make economy in the expenses, avoid pilferage of railway stores, take prompt action to deal with cases of corruption, improve passenger amenities and neglected areas like Rajasthan, and scrap the second class, maintaining only two classes the first and third classes

Shri B Das Gupta (Purulia) I shall try to confine myself to two points only the woes of the third class passenger, and corruption

Times have changed, the Government has changed no doubt, but I do not think the woes of the third class passenger have changed If we go 40 years back, we find the same thing that is now prevailing I may be permitted to quote a few lines from the observation of Gandhiji which he made about in 1917 or 1918 These are his words

> My experience is that the officials, instead of looking upon third class passengers as fellow men, regard them as so many sheep They talk to them contemptuously and brook no reply or argument The third class passenger has to obey the official as though he were his servant, and the latter may with impunity belabour and blackmail him, and book him his ticket only after putting him the "greatest possible inconvenience including often missing the train All this I have seen with my own eyes"

What is the existing condition? Has it changed? I would like to place before the House a few lines from a letter published in the Bengali daily *Juggantar* I am translating into English the relevant portion of the letter

> On the 16th February, I went to the Howrah Station to catch the Nagpur Passenger which leaves Howrah at 8 45 A.M I reached Howrah Station at 8 15 A M, and stood in the queue When after all, I got the ticket, it was 8 50 and the train had already left the platform five minutes before I was not the only person to miss the train, there were many other persons also who had come earlier, about 50 or 55 minutes before, but they too shared the same fate"

The letter has been written by Shri Chinmoy Bhattacharjee Teacher Kharui Union High School Midnapur

This is the condition that is prevailing, and I do not think the woes of the third class passengers have been removed as it was expected that they

[Shri B. Das Gupta]

would be removed after the independence of our country

What is the reason? My contention is that third class travelling is not given the uppermost priority in the development programme of the railway I maintain that unless and until the third class travelling conditions become free from woes and worries, no development is worth credit By giving priority it may be improved, but that is not being done.

The amenities provided to the third class passengers do not keep pace with their requirements In 1957-58 Rs 3 23 crores were spent on the amenities of third class passengers while the earnings from third class passengers were Rs 119 crores In 1959-60 a sum of Rs. 2.95 crores has been provided for amenities to third class passengers, while the earnings expected from third class passengers are Rs 118 29 crores If we make a proportional calculation between the amenities provided to the passengers and the earnings derived from them, we find that it does not keep pace This should be improved

16 hrs.

The hon Minister has said that there is paucity of resources No doubt, but within the available means we can improve the amenities We can have resources from the existing condition When I am talking of the resources, I would place before the House some figures for the three years, on outlay proposed for additions to the existing number of carriages and wagons The trend will be evident from the wagons and carriages placed on line As regards the outlay proposed, in 1958-59 for carriages is Rs 9 76, and for wagons Rs 14 39 crores, in 1959-60, the outlay proposed is Rs 7 37 crores for carriages and Rs 27 11 crores for wagons The figures in respect of passenger coaches placed on line as against the goods wagons are as follows In 1956-57, the number of passenger coaches was 1301, and that of wagons 32,024; in 1957-58, it was 1408 in the case of passenger coaches, and 29,6234 in the case of wagons I could not get the figures for the current year

As industrialisation proceeds, goods traffic increases, and there is demand for greater facilities for goods traffic. But, at the same time, the human element too should be given a bit of consideration In our country now the human value should not be subservient to the wagon value Therefore, there has to be a difference in outlook; if the outlook is that, that we are to improve the condition of the third class passengers, that is of the masses, not the condition of the higher classes who are travelling in first class or in the air-conditioned coaches, but the condition of the masses or the third class passengers, then within these available reources even, we can improve their lot, and we can improve their condition

I have also a local grievance to place before the hon Minister Now, the passenger traffic earnings are going down In Purulia, there is a narrow gauge line from Purulia to Ranchi which has been existing for nearly sixty years It is an old line Excluding about 22 miles on the side of Purulia the rest is going to be broadgauged And there is a proposal that the traffic is going to be closed in this narrow gauge portion in the near future I would request the hon Minister to kindly look at this question We have been given accounts of how many trains have been introduced, how many trains have been extended and so on, but we have not been told how many passenger trains have been withdrawn and how the people suffer on account of that In the Jharia and Dhanbad coalfield area the most industrialised and congested area, some passenger trains in Dhanbad-Pathardi section and Dhanbad-Chandrapura section have been withdrawn, to the great disadvantage of the people, and, thereby, the passengers have been compelled to divert themselves to road transport

As regards the Purulia section, the argument brought forward is that it is not paying, that it would not be paying if only the 22 miles of narrow gauge are retained. True, it would not be paying. But who is responsible for that? This narrow gauge line can easily be broad-gauged, and I think the estimate would not exceed Rs 5 to 6 lakhs We are spending crores of money in rebuilding big buildings at junctions like Allahabad and Dhanbad and so on, and we can easily spare some money for broad-gauging this line That area is going to be industrialised soon There is no direct connection now between Durgapur and the Jhalda area through which this narrow gauge line passes, and in the near future, the necessity of carrying limestone from that field to Durgapur will also arise I therefore, urge that the Railway Board should pay their attention to it and see that in the near future it may be broad-gauged

Mr Chairman. The hon Member should try to conclude now

Shri B Das Gupta: I shall finish in a minute

Mr. Chairman: He has already spoken for ten minutes

Shri B. Das Gupta: If it is said that it is not paying, then let us examine each section of the railway, and if we find that any section is not paying, let us close down that section The air lines corporation is running at a loss, and because it is not paying, are we to close it down? So, that is no argument It is, therefore, not proper to close down the narrow gauge section at Purulia

Mr. Chairman: The hon Member should finish quickly, because I have already allowed him more than ten minutes There are so many other Members who want to speak

Shri B Das Gupta: I shall finish in two minutes

Shri Braj Raj Singh: Is the hon Minister going to reply today?

Mr. Chairman: I think the Minister will reply tomorrow.

Shri Jagjivan Ram: Yes

Shri B Das Gupta: As regards corruption, my time is already up, and, therefore . .

Pandit D. N. Tiwary: So, leave it

Shri B Das Gupta: As regards corruption, the less we speak about it, the better will it be

Pandit D N. Tiwary: So, it is not good to speak about it now

Shri B. Das Gupta: As regards corruption, I shall only place two cases before the hon Minister. One is at Chandil, a junction on the S. E. Railway Here, the casual labourers who are being appointed are getting Rs 36 and they have had to pay Rs. 7 per head to the person under whom they work. They have brought this to the notice of the higher authorities, but nothing has been done An open inquiry was made, but nothing has been done so far Rather, the man who was responsible for that has been promoted If the hon Minister wants the papers in connection with this or the facts in regard to this, I shall supply him all the facts and figures

Secondly, I would like to bring to his notice another thing on behalf of the hundreds of fruit-sellers, egg-dealers and vegetable-dealers and other small dealers of Calcutta

Mr. Chairman: The hon Member should conclude now

Shri B Das Gupta: I would request you to spare me a few minutes' time to explain the position

Mr. Chairman: I am afraid the hon Member will have to finish, because there are many other speakers yet I have already given him about fifteen minutes He may just mention the points and then conclude

Shri T. B Vittal Rao: We can sit for half an hour more

Shri B. Das Gupta: The fact is that under section 77 of the Indian Railways Act,

> "A person shall not be entitled to a refund of an overcharge in respect of animals or goods carried by railway or to compensation for the loss, destruction or deterioration of animals or goods delivered to be so carried unless his claim to the refund of compensation has been preferred in writing by him or on his behalf .."

Please note the words 'or on his behalf'.

> '....to the Railway Administration within six months ".

Eggs come to the Calcutta market from the south and also fruits and vegetables There are so many small dealers and they cater the needs of the Calcutta market by indenting these things from the south and it takes four to six days in transit. Sometimes they are damaged and sometimes they are lost Then the party prefers a claim to the authority, that is, the South Eastern Railway. So long the practice was that they preferred the claim through an agent, a *bona fide* agent who has been given a power of attorney. There was no hitch so long but now a new officer has come as Assistant Commercial Superintendent and he has filed all their claims which may amount to about Rs. 50 or 60 thousands of rupees. These are his letters to the applicants who preferred claims (*An Hon. Member* How many?) About 100 or 200. If the hon Minister wants I will place them on the Table. My time is short and I cannot go into the details but these things should be enquired as to why he is filing all these These are small dealers and on an average a claim is for about Rs 200 or at the most Rs 250. Now, they are being harassed If the hon. Minister want I can go with him and we can have an enquiry into the affair.

Mr. Chairman: Shri Narayanaswamy.

Shri Birendra Bahadur Singhji (Raipur): Very few speakers from Madhya Pradesh have spoken.

Mr. Chairman: There have already been one or two spokesmen but there are other States from where nobody has yet spoken (*Interruptions*)

Shri R Narayanaswamy (Periyakulam) Madam Chairman, I rise to speak a few words on the Railway Budget First of all I thank you for giving me an opportunity to speak I believe the hon. Railway Minister will excuse me for bringing to his notice some of the local yet pressing problems of the public of my area that has sent me to this august Chamber

The Kodaikanal-Gudalur Railway line was under the contemplation of the Government from 1889 when the Madras and Travancore Governments made an agreement regarding the waters of the Periyar river In 1895 a survey was made In 1897 after the completion of the Periyar dam, the Government granted permission to the then Wilson and Company, Madras to construct a light railway from Kodaikanal railway station, then Ammayanaickanur railway station, which lies between Dindigal and Madhurai railway stations, to Gudalur within two years The company failed in floating the capital wanted within the period allotted and thus the permission granted automatically expired. Then the Government made several surveys till 1920 After the close of the First World War, the Government sanctioned in 1920 this line under the post-war reconstruction scheme and directed the District Board, Madurai to intimate to the Government within two years whether it was willing to take up this work, as the then South Indian Railway Company and the two planters of the Kannan Devan Hills were willing to undertake the work. In 1922 the district board of Madurai intimated the Government to cancel the sanction of the Kodaikanal road-Gudalur railway line and requested

sanction for the construction of Madurai-Bodinayakanur line Accordingly, the Government cancelled the order of sanctioning this line and permitted the construction of Madurai-Bodinayakanur line Then the work on this was taken up in 1926 and completed in November 1928 On 1-1-42 this line was dismantled on account of the loss sustained for the last 13 years and want of materials for war operations during the Second World War After the close of the Second World War the then Government in 1945 sanctioned under the post-war reconstruction scheme the Dindigul-Gudalur line and ordered traffic and engineering surveys which were completed in 1947 and allotted a sum of Rs one crore in the year 1948-49 for this line Following the transfer of powers to the Indian people in August, 1947, the Kashmir dispute arose and this matter was deferred

The Madras Government in 1949 recommended to the Centre to take up this line which would be a paying proposition It is learnt that the traffic survey has already been made and a report sent to the Government that of all the South Indian Railway lines this Dindigul-Gudalur line is the only line which would connect all the important villages and markets and would be a paying one If the dismantled line of the Madurai-Bodinayakanur is reconstructed, it would work in a loss as in the past, unless the Dindigul-Gudalur line is constructed and linked with the dismantled line at Theni The said Chief Engineer also seems to have requested the Government to expedite this railway line to Gudalur preferably and profitably from Dindigul itself The Vaighai dam lies within six miles south-east of this line from Periyakulam which is 35 miles from Dindigul From Periyakulam to Gudalur it is 37 miles This line is about 72 miles altogether The Periyar Hydro-electric work recently completed at a cost of Rs 10 25 crores lies at the tail end of this line

This is not my personal demand All the Panchayat Board presidents and the municipal chairmen in the taluks of Dindigul, Nilakottai and Periyakulam have pressed this demand and sent their resolutions to the Railway Ministry If this line be opened, the commercial, industrial, agricultural and rural development of this region—the western part of Madurai district—would be improved a great deal The people of these parts have been pressing this demand for the last seventy years So, every effort should be made to expedite the opening of the Dindigal-Gudalur line

I suggest that the Bodinayakanur-Cochin Railway line may be opened. This line not only passes through the Western Ghats full of tea, rubber, cardamom, pepper and other up-country plantations and the wealth of the forest, but also connects port Cochin with Madhurai and other adjacent district thereby giving direct link to the State of Kerala This new line will improve the import and export trade in these parts to a great extent The Bodinayakanur-Cochin line ranging more than 100 miles in length will definitely turn the careers of lakhs and lakhs of persons Truly speaking this new railway line is really a boon to the planters, farmers, labourers and merchants in these regions Hence I urge upon the hon Railway Minister to take up this matter and get the whole line surveyed as early as possible

At present much of the passengers and goods traffic in Madurai-Bodinayakanur railway region is carried, not by our Railways but by a net work of private buses The reason is that these private buses provide better facilities to their passengers and to businessmen for movement of goods. So they make huge profits The Railways should provide good facilities and convenience to the travelling public and goods traffic in this line to attract more traffic

A few crores of rupees have been earmarked for providing amenities to third class passengers This sum is too inadequate I would suggest that the work of providing further amenities to higher class passengers should

[Shri R Narayanaswamy]

be kept at a stand-still and the money thus saved should be utilised for improving the amenities to third class passengers in this Free India First things should come first and others thereafter

At present there is no dining car on trams running between Kazipet and Madras This causes a lot of inconvenience to passengers as they cannot get wholesome food and refreshments Efforts should be made to attach dining cars in trains in this region

There is too much over-crowding in all regions Something must be done to minimise this suffering The hon Minister has rightly stated that this is a very difficult problem and cannot be solved completely until and unless adequate funds are available to provide additional coaches and lines But even here much of the suffering resulting from over-crowding can be avoided if careful planning is done It has to be found out after surveying as to which areas are the worst sufferers in this respect, and then top priority should be given to remove their difficulties This principle of framing priorities should be applied everywhere, if we want to minimise suffering with our limited funds The limited funds always demand rational use of resources

I have nothing more to say on this vast subject But, all the same, I would like to earnestly request our hon Railway Minister to kindly give due weight and consideration to the opening of the Dindigul-Gudalur railway line I sincerely feel that he can do something to remove the difficulties pointed out by me even under the present limited resources at his disposal

Shri Surendranath Dwivedy Madam if at this fag end of the debate I have sought your permission to speak, it is because I want to urge upon the Railway Minister to revise his attitude towards recogfinition of the All India Railwaymen's Federation or, rather, to request him to clearly enunciate the policy in this matter. I do not want to go into the past history It is known to all of us It is not a matter in which railway workers only are interested. I think for the better running of the Railway Administration itself and for better relationship between the administration and the labour, it is highly essential that the Government's policy in this regard should be clearly stated.

I am glad that the Minister made some sincere efforts He started by forgetting the past—that is all right—and he wants that there should be one union in the Railway Administration In that regard, he appointed an arbitrator to see how far the unity efforts have been successful and who is at fault Now, the arbitrator, Shri Mazumdar, has given his report on 30th September, 1958 After that, it is up to the Railway Minister The arbitrator has categorically stated that the National Federation of Railwaymen did not want to appear before him Even after that report I want the Railway Minister to say categorically what are his proposals, what efforts he is going to make to further this move I was very pained to read what he said in the Rajya Sabha when he was asked what the criterion was for recognition He said "It is decided by me I do not mince matters I am very frank When I feel they deserve recognition, they will get it." I do not think, Madam, this is a very helpful attitude He must tell the House clearly what are the conditions under which he is going to recognise this union By merely leaving the matter to himself, I think, he will create more complications in this matter

Having said this much in this regard I want to say that unless and until the question of labour, unless the problem of staff is also taken up in right earnest, there is not going to be better efficiency in the Railways I will cite only one instance, and that is with regard to promotion I was

given to understand that there is a proposal to reorganise the Railway Board Secretariat Service on the lines of the Central Secretariat Service, and no decision has yet been taken in this regard There are 54 persons, I am told, who are to be promoted I do not know what are the criteria for this, because I am told that some seniority question is being discussed and nothing final has been decided If we want that this commercial undertaking of ours should be successful we ought to take into account why it is that private commercial undertakings are so successful. That is because they always take into account the efficiency and merit of the persons whom they appoint Is it not proper that the Railway Minister should devise some means by which the really meritorious persons are given recognition, are given promotion? If we do that probably the question of inefficiency would to a great extent be minimised

In this connection I also want to ask, even in regard to economy—we are all concerned over the fact that the railway earnings have been reduced very much—can the Minister tell us that he has taken all measures necessary to effect economy in the Railway Administration? From the reports which they have submitted it is seen that the numb passengers carried has increased the number of miles has increased, the average mile per passenger carried has also increased, but the net earnings have gone down and working expenses increased What are the reasons?

The main reason appears to me to be this If one goes through the explanatory memorandum one will find that excepting "miscellaneous" all figures in all other respects are rising like anything If you look at page 94 of the report of the Railway Board it will be seen that there is an abnormal increase of class I and class II employees I do not know what steps have really b en taken to reduce this and to remove the top-heaviness in the Railway Administration

There is another point to which I want the Railway Minister to reply The expert committee on coal suggested certain economy measures The Railway Minister in his speech has said that there are other Ministries concerned in this affair and he is consulting them But there was a definite suggestion that if the loading of coal exceeds 70 tons at the sheds mechanical device should be introduced I want to know what steps have been taken in this connection, because out of 464 sheds of Indian Railways where coal is loaded, only 95 are equipped with mechanical system These are certainly within the jurisdiction of the Railway Ministry and these things can be taken up without great difficulty Why is it that these things have not been done?

Then I come to another point My hon friend who spoke previously said that accidents have been reduced, but the figures submitted by the Railway Ministry clearly show that accidents have actually increased in this country They have very cleverly given figures separately for major accidents and minor accidents If you go through the report it will be found that the number of railway servants killed in accidents has actually increased In 1956-57 it was 253 and in 1957-58 it has risen to 283 The average number of accidents per year is almost about 10,000 and cases of fatality and injury are definitely on the increase In 1956-57 the number of passengers injured was 3,621, and in 1957-58 it rose to 3,683 The number of railway servants injured during 1956-57 was 26,292 In 1957-58 it is 28,084 It is really regrettable that although the Railway Minister admits that they should not take any complacent attitude towards this aspect, he has not told us whether all the safety measures that were suggested in the second Five Year Plan have been implemented I want to know also whether he will make available to this House the report on the safety organization which has been submit-

[Shri Surendranath Dwivedy]

ted to the Railway Board. Then only we will be in a position to know whether all measures have been taken and then only we will be in a position to accept his suggestion that it is on account of human failures only that such things have happened.

I can also cite one example Last year there was an accident at Narsinghpur in the South-Eastern Railway I do not know what report has been submitted on this accident, but I was given to understand that the persons who were to finalize the report about the location of that particular station did not take into account all that was necessary for them to consider before deciding on the matter The inspector did not visit that place, and the DTS who was in charge just asked that the station should be opened as soon as possible There was a big curve, and the driver would never be able to see, after 150 years, whether another train is coming on the same line or not So, the accident was not on account of human failure but on account of inefficiency, on account of the defects that were existing there in that particular station which were not properly looked into before permitting such a station to be opened on the main line All this goes to show that there is a considerable amount of negligence, not only by the lower staff but by those who actually sit as heads in different sections of the railways

Having said this much—my time is very short—I would go to the other aspect of the problem, and that is regarding the irregular running of trains I want just to refer to it because there is a facile explanation about it It has been said that because of the second Five Year Plan, because of remodelling, because new lines being taken up, there is considerable delay But from the report we find that since 1950-51 there is deterioration in regard to goods traffic in the railways Also in the passenger trains since 1950-53, there is a continuous deterioration The trains hardly keep to the schedule It is worse in my part of the country, on the South-Eastern Railway which previously was known as the Bengal Nagpur Railway. Actually people would say that BNR meant Being Never Regular' I would invite the Railway Minister to travel from Cuttack to Howrah by the Puri Express for a week and tell me why this train never keeps to schedule It is a chronic disease over which several representations have been made

Mr. Deputy-Chairman: While the Railway Minister is travelling it might keep to schedule!

Shri Surendranath Dwivedy: It will be very good We will then know why when he travels it keeps to schedule and why at other times it does not keep to schedule That is my point I want to know whether any supervision is made over this particular tram and if it is found that it is not possible for the train to keep to schedule, why not the timings be changed so that the passengers who travel by that train may know when it would reach the destination?

Mr. Deputy-Speaker The hon Member's time is up

Shri Surendranath Dwivedy: I wanted to avoid being reminded and was trying to finish, but still it has come

Lastly, I wish to refer to the conditions in Orissa I know the hon Minister is very sympathetic I know he knows the conditions himself But why is it that the conditions there are bad? It is not only a question of a neglected region that I am placing before the House, But I would ask, if the second Five Year Plan has enunciated a policy that the industrial regions should also be given priority, why it is that we find from the railway report that there is no plan for even surveying a line from Rourkela to Talcher or a line connecting Sugunda with Paradip?

The Railway Minister is trying to get as many wagons as possible to tranship materials to the Rourkela plant site, but unless these lines are opened, and unless there is a divisional headquarters at Khurda Road, I do not think there will be a proper utilization of the potentialities there

About the divisional headquarters, I should like to say a few words When the Railway Minister visited Berhampur, in Orissa, he realized the necessity and urgency of a divisional headquarters in that region and said that not only one but two divisional headquarters could be started in Orissa But one does not know why this is being delayed Divisional headquarters have been opened at Chakradharpur and other places, but when the question of Orissa comes up, there is somebody working, perhaps inside the administration, and preventing the Railway Ministry from taking a decision There is a bottleneck somewhere I would request the Railway Minister to see that a divisional headquarters is opened in Orissa I think that from the point of view of efficiency it will be better if a divisional headquarters is opened there

श्री भक्त दर्शन उपाध्यक्ष महोदय, मैं नम्रतापूर्वक एक निवेदन करना चाहता हू कि सात वर्ष मे समदीय जीवन में सब से पहली बार रेलवे मत्रालय के ऊपर मै अपने विचार प्रकट करने का अवसर पा रहा हू। दूसरी बात यह

उपाध्यक्ष महोदय यह शिकायत तो आपने मुझ से की, लेकिन हाउस मे कहने से क्या फायदा ?

श्री भक्त दर्शन मै शिकायत नही कर रहा हू बल्कि एक तथ्य रख रहा हू। दूसरी बात यह है कि जिन क्षेत्रो के सम्बन्ध मे मै इस सदन का कुछ समय लूगा उन के बारे मे अभी तक शायद किसी भी माननीय सदस्य ने थोड़ा सा भी प्रकाश डालने की कृपा नही की है। मेरा मतलब काश्मीर से लेकर आसाम तक फैले हिमालय से है। इसलिये यदि दस मिनट का प्रतिबन्ध आप मेरे लिये कुछ ढीला कर देगे तो मै बडा अनुग्रहीत हूगा।

मै चार दिनो से अपने विरोधी दल के वक्ताओ के भाषणो को बडे ध्यान से सुनता रहा हू और जितनी भी आलोचनायें की गई है उन सब के बावजूद मै अपनी इस धारणा पर दृढ हू कि जिन परिस्थितियो के अन्तर्गत इस समय रेलवे को गुजरना पड रहा है, जिन कठिनाइयो का उस को सामना करना पड रहा है, उनको देखते हुए उस में फिर भी काफी सुधार हुआ है और हमारे रेलवे मत्री महोदय जो अपनी कर्तव्यपरायणता, कार्यनिष्ठा और पुरुषार्थ के लिये पहले से विख्यात रहे है, अपने सहयोगी उपमंत्रियो की सहायता से इस सम्बन्ध में काफी कार्य करने मे सफल हुए है।

मै बजट साहित्य के हिन्दी सस्करण को अविकल रूप मे प्रस्तुत करने के लिये मत्री महोदय को हृदय से धन्यवाद देता हूं। पिछले वर्षों मे इस सम्बन्ध मे जो थोडी बहुत कमिया थी उन की इस बार पूर्ति की गई है। इस सम्बन्ध में उन के पूर्ववर्ती माननीय शास्त्री जी के जमाने मे रेलवे के द्वारा राष्ट्रभाषा का प्रचार करने के लिये जो प्रयत्न प्रारम्भ किया गया था, मुझे बडी प्रसन्नता है कि इस सम्बन्ध मे हमारे वर्तमान मत्री महोदय भी बडे उत्साह के साथ गतिवान है। इस सम्बन्ध में मै केवल दो सुझाव देना चाहता हू। रेलवे मंत्रालय को हमारे सारे देश के लिये एक बुनियादी नीति स्थिर करनी चाहिये, चाहे किसी स्टेशन का नाम हो, चाहे कोई साइन बोर्ड हो, चाहे हम रेल के डिब्बो के अन्दर कोई सलाह अंकित करे, उन मे तीन भाषाओ का उपयोग समुचित रूप से किया जाय। हिन्दी को देश की प्रत्यक्ष या भावी राज्य भाषा के रूप में,

[श्री भक्त दर्शन]

अंग्रेजी को वर्तमान व्यवहारिक राज्य भाषा के रूप में और प्रदेश की भाषा को अनिवार्य रूप से इस में रखा जाय।

माननीय मन्त्री महोदय ने अपने बजट भाषण के पैराग्राफ ५२ में बड़ी हर्षपूर्ण सूचना दी कि स्कूलों की संख्या बढ़ाई जा रही है। हमारी रेलवे की जो व्यवस्था है उस ने देश को एकता के सूत्र में पिरोने में एक प्रशंसनीय कार्य किया है और मैं समझता हूं कि हम उससे यह भी आशा रखते हैं कि वह अपनी वास्तविक राष्ट्र भाषा, या जिसको हम व्यावहारिक दृष्टि से केवल राज्य भाषा मानते हैं, उस के प्रचार और प्रसार में भी अपनी गतिशीलता को बनाये रक्खेगी। इस सम्बन्ध में मेरा यह सुझाव है कि रेलवे मन्त्रालय की ओर से जितने भी विद्यालय या स्कूल स्थान स्थान पर, किसी भी क्षेत्र में, चालू किये जायें उन में शिक्षा का माध्यम तो उसी प्रदेश की भाषा रक्खी जाय किन्तु हिन्दी को एक अतिरिक्त अनिवार्य भाषा के रूप में सिखाने का प्रयत्न किया जाय। इस से मेरा ख्याल है कि रेलों के द्वारा एक बड़ी भारी सेवा हो सकेगी।

प्रत्येक वक्ता ने प्राय अपने अपने क्षेत्र या देश के किसी महत्वपूर्ण भाग के सम्बन्ध में यहां पर मांगें रक्खी हैं। अगर उन का टोटल लगाया जाय तो मैं समझता हूं कि वह राशि अरबों में पहुंचेगी। लेकिन शायद किसी भी वक्ता ने इस बारे में जोर नहीं डाला कि दूसरी पंचवर्षीय योजना में रेलवे के लिये जो धनराशि निश्चित की गई है वह बहुत अपर्याप्त है। जहां तक मुझे याद है रेलवे मंत्रालय की ओर से योजना आयोग से यह अनुरोध किया गया था कि उस के वास्ते कम से कम १५ सौ करोड़ रुपये की व्यवस्था की जानी चाहिये। लेकिन बहुत लड़ने झगड़ने के बाद और प्रयत्न करने के बाद केवल ११२१.५ करोड़ रुपये की व्यवस्था ही की गई है। मैं समझता हूं कि सदन इस बारे में मुझ से सहमत होगा और जब कि तीसरी पंचवर्षीय योजना का निर्माण किया जा रहा है तो आज से ही अपनी आवाज को बुलन्द करेगा कि चूंकि रेलवे प्रणाली हमारे देश की आर्थिक विकास की रीढ़ की हड्डी है इसलिये कम से कम तीन हजार करोड़ रुपये की मांग की जाय। इस के लिये सब दलों को प्रयत्न करना चाहिये। लेकिन इस के साथ ही साथ मुझे यह भी निवेदन करना है कि हमारे रेलवे मन्त्रालय को जितने भी अनावश्यक खर्चे हैं उनको तुरन्त बन्द कर देना चाहिए। मैं स्वीकार करता हूं कि बहुत सी ऐसी बातें हैं जिन के चालू हो जाने से रेलों की क्षमता बढ़ सकती है लेकिन उनका कुछ समय के लिए स्थगित भी किया जा सकता है। उदाहरण के तौर पर मैं कहना चाहता हूं कि आप विद्युतीकरण कर रहे हैं, वातानुकूलित डिब्बों की संख्या बढ़ा रहे हैं, डि-लक्स या नजाकतपूर्ण गाड़ियों को चला रहे हैं इनको आप कुछ समय के लिए स्थगित कर सकते हैं। इसी तरह से हम लाइनों पर डबलिंग कर रहे हैं इसके बारे में मैं एक सुझाव देना चाहता हूं। मान लीजिए कि एक स्थान से दूसरे स्थान तक पहुंचने के लिए हमारे पास एक लाइन है। इसके बारे में वर्तमान लाइन के समानान्तर अगर हम दूसरी लाइन न डाल करके कुछ थोड़ा सा दूर और इलाकों को लेकर लाइन डालें ताकि सवारी गाड़ियां और माल गाड़ियां उस रास्ते से आ जा सकें तो इससे दूसरे इलाकों को भी काफी लाभ पहुंच सकता है।

अभी परसों जब मेरे मित्र श्री दा० ग० चावन साहब भाषण कर रहे थे तो उनकी जबानी यह सुन कर मुझे बड़ा खेद हुआ कि गंगा और यमुना की घाटी में जहां पर पहले से ही रेलों का जाल बिछा हुआ है, वहां पर दूसरी रेलें न पहुंचाई जायें। उनके बाद मद्रास के एक माननीय सदस्य श्री सम्पत

साहब तो और भी आगे बढ़ गये और उन्होने कहा कि जितनी भी रेलो की योजनाये चल रही हैं—एक एक योजना की समीक्षा करके उन्होने बताने का प्रयत्न किया—वे सब देश के उत्तरी भाग मे ही की जा रही है और दक्षिणी भाग के लिए कुछ नही हो रहा है। मै अपने इन मित्रो से यह अनुरोध करना चाहता हू कि वे सारे देश को एक सार्वदेशिक दृष्टिकोण से देखने का प्रयत्न करे और जिन जिन इलाको मे अभी तक रेले नही बनी है और जिन जिन इलाको मे उनका बनना आवश्यक है, उनके बारे मे निष्पक्षतापूर्वक अपने विचार यहा रखे।

उत्तर प्रदेश के अन्दर बहुत से इलाके ऐसे है, खास तौर पर तराई और पहाडो की तलहटी मे जिनका देश के किसी भी प्रान्त मे पिछडेपन के लिहाज से मुकाबला किया जा सकता है। उत्तर प्रदेश के बारे मे एक यह बात भी कही जा सकती है कि सारे देश मे एक लाख से अधिक जनसख्या वाले जो ५५ नगर है, उनमे से १६ नगर तो केवल उत्तर प्रदेश मे ही है। इस वास्ते उनके विकास के दृष्टिकोण से भी वहा पर रेलो की सख्या का बढाया जाना बहुत जरूरी है। इस सम्बन्ध मे मै यह कहना चाहता हू कि द्वितीय पचवर्षीय योजना के लिए उत्तर प्रदेश की सरकार ने तीन पुरानी लाइनो को फिर से डालने का सुझाव दिया था और तीस नई लाइनो के बारे मे अपने सुझाव भेजे थे। लेकिन इन पाच वर्षो के अन्दर हम देखते है कि एक तो बरहन से एटा तक की लाइन बनी है जिसका उद्घाटन अभी हाल ही मे राष्ट्रपति जी द्वारा हुआ है और दूसरी मिर्जापुर जिले मे राबर्ट्सगज से गढवाल तक की लाइन अभी बन रही है और वह पूरी नही हुई है, उसका निर्माण कार्य जारी है। इनके अलावा सारे उत्तर प्रदेश में जोकि इतना लम्बा चौडा क्षेत्र है, अभी तक इस पचवर्षीय योजना में कोई कार्य नही हुआ है। इस सम्बन्ध में मै यह भी कहना चाहता हूं कि वहा पर बहुत सी लाइनो का सर्वे हुआ था जिन मे पहाडों की तलहटी पर की लाइनें भी शामिल थीं, उन्हे क्यो समाप्त किया गया है। ऋषिकेश से करणप्रयाग तक अलकनन्दा के किनारे किनारे आर के आर खम्बे अभी भी दिखाई पडते है। लाखो रुपया इस सर्वे पर खर्च किया गया है और अब इसको छोडना मुनासिब नही था। इसी तरह से काशीपुर से कालागढ तक के लिए भी उत्तर प्रदेश की सरकार ने रेल मत्रालय के पास एक योजना भेजी थी वहा एक बडा बाध राम गगा के कनारे बन रहा है और वहा से करोडो रुपये की लकडी का सामान बाहर भेजा जा रहा है, उसे भी समाप्त कर दिया गया है। मै चाहता हू कि इस पर भी विचार किया जाए।

दूर क्यो जाये दिल्ली मे ही हम देखते है कि कितना कजैशन है यहा के यार्ड मे और कितनी कठिनाई का सामना करना पड रहा है लेकिन उसको दूर करने की कोई व्यवस्था नही की जा रही है। हम देख रहे है कि जो योजना रखी जा रही है उसके मुताबिक गाजियाबाद और तुगलकाबाद के बीच बडी लाइन और यमुना पर एक नया पुल बनाया जायगा और इस पर तीन करोड के करीब रुपया खर्च होने वाला है। लेकिन सन् १९५८–५९ मे करीब २० लाख रुपया खर्च हुआ और १९५९–६० मे २ लाख २५ हजार रुपये की व्यवस्था की गई है और यह कहा गया है कि १९६२–६३ तक यह योजना पूरी हो जाएगी। दिल्ली देश का केन्द्र स्थान है और यहा पर देश के सभी भागो से गाडिया पहुचती हैं, माल पहुचता है और यहा पर इस लाइन का न बनना या इसका स्थगित किया जाना या इसमे देरी करना मै न्यायपूर्ण नही मानता हू और मै चाहता हू इस पर तेजी लाने के लिए पुनर्विचार किया जाए।

माननीय मत्री महोदय ने अपने बजट भाषण में यह भी बताया है कि हम कल पुर्जों,

[श्री भक्त दर्शन]

इंजिनों, डिब्बों इत्यादि के मामले में आत्मनिर्भर होते जा रहे हैं । यह बहुत ही उत्साहपूर्ण और संतोषजनक सूचना है । मैं निवेदन करना चाहता हू कि कुछ वर्ष पहले उत्तर प्रदेश में बनारस के पास मडुआडीह में रेलो के छोटी लाइन के इजिन के पुर्जे बनाने के कारखाने की आधारशिला माननीय राष्ट्रपति जी के कर कमलो से रखी गई थी । हमे आशा थी कि कुछ ही वर्षों मे निर्माण कार्य भी शुरू हो जायगा । लेकिन बीच मे ऐसी अफवाह उठी कि वहा से उस फैक्टरी को बदला जाये । इस सम्बन्ध में मै यह भी बतलाना चाहता हू कि उत्तर प्रदेश की सरकार से जो सूचना हमें प्राप्त हुई है उसमें यह बताया गया है कि वहा पर जमीन की जितनी आवश्यकता है उसका प्रबन्ध कर दिया गया है और बिजली की भी जो आवश्यकता है तो वह भी उपलब्ध की जा रही है । ऐसी दशा मे समझ मे नही आता है कि क्यो इसको बदला जा रहा है । द्वितीय योजना में उत्तर प्रदेश के लिये तीन बडे उद्योग रखे गये थे । एक तो मडुआडीह की फैक्टरी, दूसरा बरेली मे सिंथेटिक रबड का कारखाना और एक रिहाड में अलम्यूनियम की फैक्टरी । अलम्यूनियम की फैक्टरी और सिंथेटिक रबड की फैक्टरी को प्राइवेट सैक्टर को दिया जा रहा है और इनके बारे में हमारी कितनी भी इच्छा हो कि इनको पब्लिक सैक्टर मे रखा जाये, वे नही रखी गई हैं और स्थगित भी की जा रही हैं । इस तरह से ले देकर एक ही फैक्टरी रह जाती है और वह मडुआडीह की है । इस वास्ते मै माननीय मत्री महोदय से अनुरोध करना चाहूगा कि इसको वहां ही रहने दिया जाये और इसको बदलने का स्वप्न मैं भी ख्याल न लाया जाये—

श्री जगजीवन राम : वह बन रही है ।

श्री भक्त दर्शन : मै जानना चाहता हूं कि हटाई तो नही जा रही है और अगर हटाई जा रही है तो उसको न हटाया जाये । इसी तरह से .

उपाध्यक्ष महोदय : आप जो चाहते मे वह आपको मिल गया, अब खत्म करना चाहिये ।

श्री भक्त दर्शन : अभी तक तो मैं असली बात पर भी नही आया हू । मै दो एक मिनट मे खत्म कर दूगा ।

हमारा जो पहाडो का इलाका है वह हिमालय का है और वह काश्मीर से लेकर के असम तक फैला हुआ है । यह १५०० मील लम्बा इलाका है । मै स्वीकार करता हू कि वहा नई रेलवे लाइनें बनाना कठिन है, असम्भव तो नही है, लेकिन बडा व्ययसाध्य अवश्य है । लेकिन फिर भी वहा के लोगो को, पर्वतीय लोगो को कुछ न कुछ रेलो की सुविधाये तो दी ही जानी चाहिये । यदि माननीय मत्री महोदय मेरी बात को धैर्य के साथ सुनें तो मै एक पच सूत्री कार्यक्रम उनके सामने रखना चाहूगा । मै माननीय मत्री महोदय का अनुगृहीत हू कि शिमला की लाइन पर या डेहरादन की लाइन पर जो भाडा अधिक पडता था और जो कई गुना था उसको कुछ कम कर दिया गया है लेकिन वह पूरा अभी नही घटा है । इसको थोडा सा घटाने का क्या तुक है, यह मेरी समझ मे नही आया है । त्यागी जी से और मैंने इसके बारे मे अनुरोध किया था और आज भी मै अनुरोध करता हू कि इस पर फिर से विचार किया जाये और चाहता हू कि जिस तरह से सारे देश में भाडा इत्यादि लिया जाता है उसी तरह से पर्वतीय क्षेत्रो में भी लिया जाना चाहिये ।

दिल्ली से या किसी भी दूसरे बडे नगर से पहाडो पर जो हम रेलवे टर्मिनस पर पहुचते है, उसके लिये मै चाहता हू सीधी रेल की व्यवस्था होनी चाहिये । जहा तक

देहरादून का सम्बन्ध है, उसको बम्बई से, कलकत्ता से, और दिल्ली से भी जोडा गया है और इसके लिये मै माननीय मत्री महोदय का अनुगृहीत हू। कोटद्वार का ही मै उदाहरण देता हू। उसके बारे में जितने भी प्रयत्न हमने अब तक किये है, उनके बावजूद भी हमें सफलता प्राप्त नही हो सकी है। कोटद्वार हो कर हजारो और लाखो यात्री बद्रीनाथ जाते है। हमारे उपमत्री महोदय उस जगह को देख चुके है और मै उनका धन्यवाद करता हू कि उन्होने ऐसी व्यवस्था कर दी है जिससे तीन डिब्बे दिल्ली से वहा जाने लगे है। लेकिन अलग-अलग समय पर वे जाते है इसलिये उनका पूरा उपयोग नही हो पाता। वहा तक पहुचने के लिये अगर दिल्ली से और हो सके तो लखनऊ से भी जोकि उत्तर प्रदेश की राजधानी है, सीधे रेल की व्यवस्था की जा सके तो वहा के लोग बहुत आभारी होगे।

हमारे अलागेशन साहब जोकि भूतपूर्व उपमत्री थे उन्होने बद्रीनाथ की यात्रा से लौटने के बाद एक सार्वजनिक सभा मे घोषणा की थी कि जिस तरह से देहरादून को हिल-स्टेशन घोषित किया गया है उसी तरह से कोटद्वार को भी हिल-स्टेशन घोषित किया जायेगा। वहा पर बद्रीनाथ के लिये हजारो की तादाद मे यात्री जाते है। बाद मे पता नही कहा वह फाइल अटक गई या कोई प्रतिबन्ध कैबिनेट ने लगा दिया या कैसे वह चीज आगे नही बढी। उधर हरिद्वार मे जो यात्री बद्रीनाथ जाने के लिये उतरते है उनको रेलवे का कसैशन अवेल करने के लिये देहरादून जाना पडता है और वहा से फिर वे हरिद्वार आते है। कोटद्वार वालो को इस तरह से बडी असुविधा होती है। कोटद्वार और हरिद्वार मे दो उत्तरीखड के द्वार है। यहा पर हजारो यात्री जाते है। इन स्थानो तक पहुचने के लिये जब तक रेलवे कसैशन नही दिया जायेगा लोगो को सुविधा नही हो सकेगी। यदि वहा भी हिल स्टेशन का कसैशन दिया जाये तो देश के कोने कोने से और भी अधिक सख्या में लोग वहा पहुच सकते है।

चौथी बात जो मै कहना चाहता हू वह आउट-एजेंसियो के बारे में। आउट-एजेसियो को बढाया जा रहा है। इनके द्वारा जो माल है वह बहुत दूर तक पहुच सकता है। पहाडो के अन्दर, उत्तर प्रदेश सरकार की कृपा से या केन्द्र की सहायता से मोटर सडके आगे बढती जा रही है। बद्रीनाथ के रास्ते जोशीमठ तक वह सडक पहुच गई है और वहा से बद्रीनाथ केवल १६ मील रह गई है। लेकिन वहा आउट-एजेंसी का प्रबन्ध नही है। केदारनाथ के लिये गुप्तकाशी तक मोटर जाने लगी है। गगोत्री के लिये उत्तर काशी से मोटर जाने लगी है। जो मोटरो के टर्मिनस है वहा पर अगर आउट-एजेंसी नही बनाई जाती है, तो वहा के निवासियो को सुविधा नहीं हो सकी है। इस वास्ते मै चाहूगा कि इस ओर भी ध्यान दिया जाये।

पाचवी बात जो मै कहना चाहता हू यह है कि अन्त तक पहुचने वाली जो रेलवे लाइने है उन पर उत्तर प्रदेश के हिमालय की तलहटी मे, देहरादून, ऋषिकेश, कोटद्वार, रामनगर काठगोदाम और टनकपुर के स्टेशन है। जहा तक काठगोदाम और देहरादून का सम्बन्ध है वहा तक रेलें टाइम पर पहुचती है, यात्रियो को कुछ सुविधायें दी जाती है। लेकिन बाकी के जो स्थान है ऋषिकेश, कोटद्वार, रामनगर और टनकपुर वहा जो गाडिया जाती है उनके साथ ऐसे इजिन लगाये जाते है जो सडेगले होते है, जो शायद कबाडीखाने से लाये जाते है, जिनका न कोई नामलेवा है और न पानी देवा होता है, जो कडेम्ड होते है, जिनका जाते जाते हार्ट फेल हो जाता है, जिनके दिल की धडकन बन्द होने लगती है और इस सब का परिणाम यह होता है कि गाड़िया तीन-तीन और चार-चार घटे देर से पहुचती है।

[श्री भक्त दर्शन]

इसलिये मैं आशा करता हू कि मन्त्री महोदय और उनके जो सहायक है, जो लैफ्टिनेंट है और जो यहा मौजूद है, वे एक पर्वतीय के दृष्टिकोण से सारी समस्या पर विचार करने की कृपा करेंगे ।

Mr. Deputy-Speaker: I am sorry I have not been able to accommodate several hon Members, particularly, Shri S M Banerjee, Shri R S Tiwari, Shri Nanjappa, Shri Eacharan, Shri Barupal, Shri Bist and Shri Basappa They had been struggling hard to catch my eye, but I found it very difficult I assure them that they would not suffer Tomorrow, on Demand No 1, I will give them first chance and they can say anything they like

Now, as Shri Pocker Sahib is going out I will call him

Shri M. B Jhakore: Shall I get time tomorrow?

Mr. Deputy-Speaker Surely, there is always a chance

Shri M. B Thakore (Patan) No one from North Gujerat has spoken

Shri Pocker Sahib (Manjeri) Sir, in the short time at my disposal I will invite pointed attention of the hon Railway Minister to the urgency and the necessity of opening a new line between Nilambur and Faroke This is a matter on which a promise has been made on the floor of this House some years back and also the Railway Ministry has written to me saying that the matter will be considered in connection with the Second Five-Year Plan

Just after the Malabar Rebellion of 1920, it was the British Government that opened the line between Shoranur and Nilambur with a view to open up the whole interior area of Ernad and Valluvanad It was not merely from the strategic standpoint but also from the economic point of view so as to open up the whole of Ernad and Valluvanad and to connect the same with the main line But all the same this has not been attended to even though so many years have elapsed and now the very idea seems to have vanished because there is no mention of it even by the hon Railway Minister It has vanished in thin air Therefore I earnestly request the hon Railway Minister to pay his special attention to this matter which has been promised by the Ministry some time back and is not being attended to It is a very great necessity to open up the interior area of Ernad and Valluvanad It will be very useful not only for conveying articles but also from the point of view of passengers

Another point that I would just like to mention is that recently the Railway Department called for tenders for supply of sleepers from Kerala There is a Kerala Sleeper Suppliers' Association there and many members of that Association submitted their tenders But to the great surprise of one and all, the Railway Department rejected those tenders and accepted tenders for supply of sleepers from America That is a matter of very great surprise that the Railway Department should have preferred the American sleepers to that of sleepers available in Kerala in plenty The reason which made them resort to this extraordinary power is something understandable If it was the rate, that is, they will get them cheaper from America, even then according to me it is not a justifiable reason for preferring American sleepers to those of Kerala I understand that if freight and transport charges are taken into consideration, I am told, that it will not be cheaper

Shri S V. Ramaswamy: That is not correct

Shri Pocker Sahib: Not only that Even after that was over, it appears, further tenders were

accepted from persons who made tenders who are not members of this Association. I submit that formation of associations by persons who are particularly interested in some matter is a thing which has been guaranteed by the Constitution I do not see any reason why the Railway department should take exception to this Later on, they accepted tenders from persons who are not members of this Association. I submit this kind of policy to be adopted by the Railway department is really reprehensible and ought not to be continued Therefore I request that such kind of policies should not be adopted

Only one other point I would refer to and I shall resume my seat. That is, as regards delay in arrival of trains As a matter of curiosity—I have no experience in other parts of the country—I would request the hon. Minister just to make an enquiry as to what percentage of trains arrive in time That is all I want I do feel that it is likely to be only a very small percentage that is able to keep up the time The ordinary rule is late arrival That is my impression, subject to correction by the Railway Minister He will make enquiry as to this Of course, so many hon. Members have spoken about the inconvenience caused by the delay. I am not so much on the delay, but I am very particular about the question that the Railway department should make some arrangements to give the passengers information about the delay and the extent of delay that would be caused As a matter of fact, it is the passengers who are really affected I know cases in which delay has occurred for more than 12 hours in many cases. It has been my experience that on one occasion, the train stopped somewhere near Delhi at about 9 or 10 in the night and I woke up the next morning to see the train was in the same place. That is not the only occasion. There are so many other occasions on which I myself have had this experience. What I want to impress upon the department is, not only to avoid delays, but at least to have the courtesy and inform the passengers how much the trams will be delayed.

Mr. Deputy-Speaker: When the hon. Member was asleep, he should have been disturbed if information had been given.

Shri Pocker Sahib: I am sorry I I did not follow

Mr. Deputy-Speaker: The hon. Member may continue

Shri Pocker Sahib: I submit that this information about delay and the extent of delay should be given to the passengers Some arrangement should be made by the department It would not be a difficult matter for the department to make some such arrangement That is all I have to submit

Shri Jagjivan Ram: Sir, I am very grateful to the Members for all the kind words that they have said.

Some Hon. Members: The hon Minister may continue tomorrow.

Mr. Deputy-Speaker: All right; he may continue tomorrow.

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, the 3rd March, 1959/Phalguna 12, 1880 (Saka).

[*Monday, March 2, 1959 /Phalguna 11, 1880 (Saka)*]

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Thirteen Members were granted leave of absence from the sittings of Lok Sabha

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General discussion on the Railway Budget, 1959-60 continued. The discussion was not concluded.

AGENDA FOR TUESDAY, MARCH 3, 1959/PHALGUNA 12, 1880 (Saka)

Consideration and adoption of amendments made by Rajya Sabha in the Cinematograph (Amendment) Bill, Reply to the General Discussion on the Railway Budget, 1959-60 and discussion on Demands for Grants in respect of Railways.